

**BRAZILIA F1 - ARCTIC RALLY - TASMAN - TUNE IN**

# **AUTOSPORT**

***Sports Extra review of off-track motor sport***







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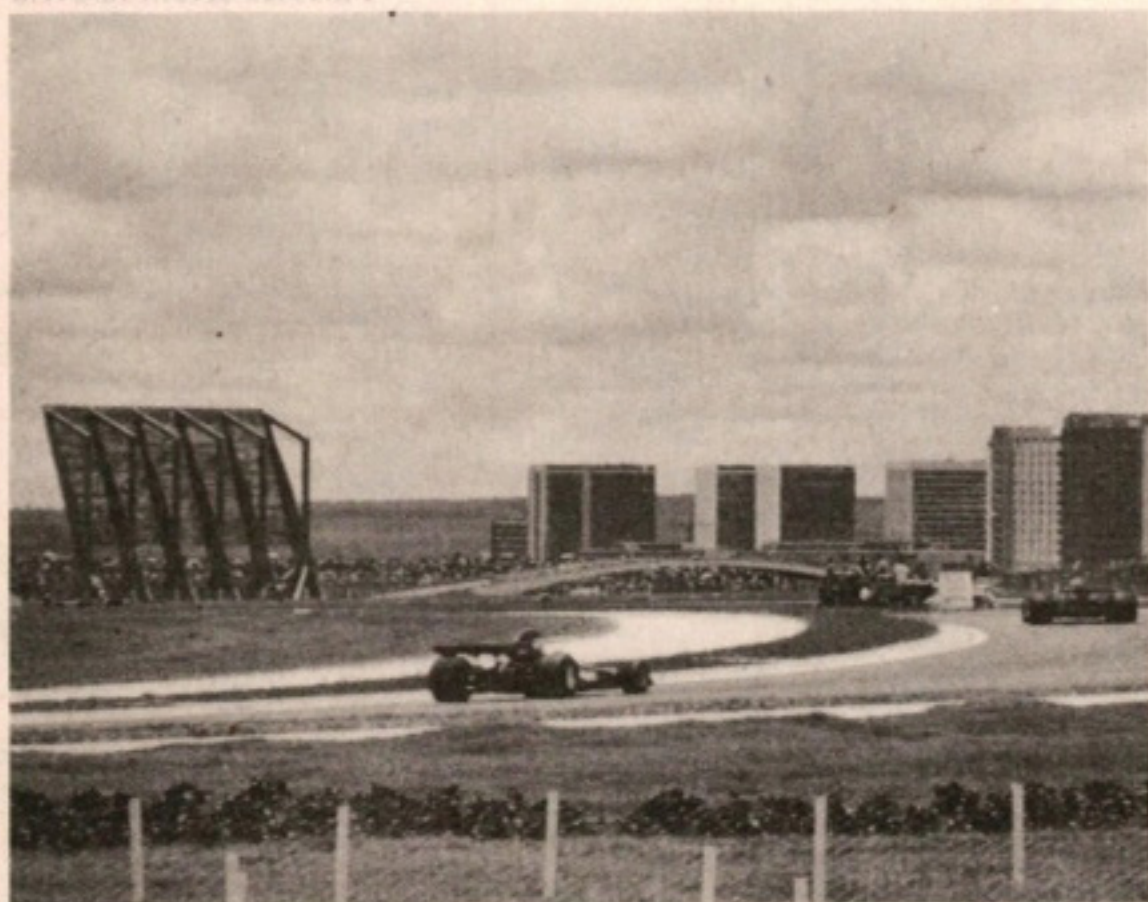
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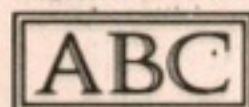
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The ultra-modern Brasilia circuit opened last Sunday and the F1 race attracted 85,000 spectators. The wooden structure on the left is a drive-in movie screen.



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## EDITORIAL

In the Grand Prix Drivers' Association yearly awards announced this week it is very gratifying to see that for the second year running the marshals at the John Player British Grand Prix came out on top, losing just half a mark from the maximum which could have been awarded.

We know that on the whole this country has the best and most efficient team of marshals we could possibly hope for. But we must not get complacent about it. Marshalling techniques and equipment are changing all the time and we must keep up to date. Obviously the biggest problem is finance—all the marshals are volunteers and what is perhaps more important is that they have to dip into their own pockets to buy some of the protective clothing which is so very clearly necessary for them to do the job properly. This week the most enterprising and hard working of Britain's many clubs, the British Racing and Sports Car Club announced the Roger Williamson Fund. This fund has been set up to try to get the drivers to help just a little bit in providing their own safety. It's not really money that they want, although obviously everything helps, but just a donation of something which is useless—fireproof clothing that is too small, the wrong colour or just not required any more. Instead of throwing them away or leaving them in a heap donate them to the fund (details of which are to be found elsewhere in this issue), where they will be refurbished and passed on to the marshals who need them.

This enterprise by the BRSCC and Formula One of Carnaby Street, who are jointly running the fund, is to be welcomed. Although there has been talk from the heads of the various bodies, who have set themselves up as fire-fighting or marshalling experts, of national training schemes or financial aid, nothing, absolutely nothing, positive has been done. Once more it is left to the clubs and individuals to take the lead—thank goodness they have, otherwise we would be at the bottom of that GPDA table. We hope that drivers will respond to this call for them to try to help themselves just a little; not much is ever asked of the driver in the way of helping out and this is a very worthwhile way of showing appreciation for those who make the racing possible.

The fact that the BRSCC have taken it upon themselves to run this scheme does not however mean that the national and international bodies, whose responsibility it really is, can sit back and let them carry on as if everything was perfect. It never will be and such a club cannot be expected to come up with the ideas, action and money all the time. To set up a national body to look after marshals, BRSCC executive director Peter Browning estimates that just 1 per cent of the total sponsorship money spent in F1 would do that job? Has anybody got a conscience?

There is just one disturbing aspect to this subject: we know that important steps are being taken in this country, but remember the accident which made us all sit up and try to do something happened in Holland. We must have proof that action is being taken in other countries to improve the marshalling standards. If nothing is being done we know far too well what the consequences will be and it cannot, and must not, be allowed to happen.

### our cover picture

Rallycross at Lydden Hill. This is just one of the many different types of motor sport covered in our review which starts on page 30.

Photo: Peter Burn



# CanAm engine regs change: mixed reaction from Britain

As we reported briefly last week the SCCA have made a drastic change in the regulations for CanAm to take effect in 1975. Their actions represent a very big effort to pull their professional racing series together. Their basic aim is to revitalise the CanAm and direct F5000 toward becoming a 12-event North American championship.

The CanAm regulations will be changed at the end of this season to a 5-litre stock block, 3-litre racing engine formula—the very formula that has been suggested many times during the past two years. In fact the 5-litre/3-litre formula was discussed and rejected at a promoters' meeting during last season's Mosport CanAm opener.

The CanAm regs changes are heartening news for the G7 series which seemed to be heading for its bleakest year ever. In an effort to encourage factory participation in the 1975 series the prize fund will be raised by \$10,000 to an \$85,000 pot while the 1976 races will carry \$100,000 purses. Cameron R. Argetsinger, SCCA's director of professional racing, said at the announcement that the future of the CanAm series looked bright. "Seven circuits have already filed applications for 1975 CanAm events with two additional applications expected shortly. We anticipate 10 events in 1976. With the new engine formula adopted, together with increased purses, interest on the part of various world-wide racing teams will guarantee the continued health of the series."

Reaction from Britain's two major CanAm constructors was

mixed. Derek Ongaro of Lola, said, "I'm delighted. I think we probably gave them the idea some three or four years ago. It's ideal for us and it gives Matras, Alfa Romeos, etc, a longer life as well. We've had a car on the drawing board since last year. Will we run a works car? Well a lot depends on our American agent Carl Haas. At the moment F5000 means more to him than CanAm but we will build and sell cars, although we won't be very interested in the three litre side. The changes will also give InterSerie a shot in the arm and if they and the CanAm organisers get together, they could have some extremely good racing. Furthermore, some of the 2-litre sports cars constructors could be interested as well. With our car, we've had the development available from the early T70 days for handling that sort of power in a sports car."

"The whole concept is good because with that sort of power and torque, you don't have to have a terribly sophisticated car and this makes for a relatively cheap formula of racing. That's provided other constructors don't go completely mad. It might not be too difficult to clothe the F5000 car as a sports car. Might even be faster!"

However Teddy Mayer of McLaren was less enthusiastic: "The move is somewhat in the right direction, but can they support two major series. I think they would have been better off to call Formula A or 5000 CanAm because they have their dates, and they used to draw good crowds in CanAm days, but

they're more likely to draw better crowds in F5000. At this stage we are not contemplating building cars. They're out of the norm in racing car construction."

"CanAm has gone through three changes of Formula since the middle of last year. When a formula continues for a long time, it is stabilised, such as Formula 1, but when it's unlimited one year, five litres the next, turbocharged the next, what else might they dream up. Furthermore, to build a car for what is currently a seven race series, with one of those in doubt, is just not on. It's time the SCCA sorted themselves out and made up their minds and not promote 15 formulae all at once."

Meanwhile the SCCA's negotiations with USAC towards a co-sanctioned F5000 series are still proceeding. It is the stated intention of the SCCA to develop within two years a 10-15 race F5000 championship which will run on both road and oval courses, probably divided 50-50.

The SCCA had hoped to be able to announce last week the details of USAC's involvement with F5000 but the oval racers requested that their 2.6-litre turbocharged engines be allowed to run in the co-sanctioned events. The clubs are now trying to work out an equivalency formula between the two types of engine. The current aim of the negotiations is a common single-seater formula no later than 1977. Also by this date the clubs hope to make the CanAm engine formula identical to that of F5000.

## SA GP: March 30 looks on

The South African Grand Prix will be held on March 30, subject to confirmation of the date from the South African organisers. The organisers informed the CSI that the government had given approval for the race, but had not stipulated a date although March 30 seemed the most likely choice.

CSI secretary Claude le Guezec informed the constructors of the March 30 date at Brasilia and the date was approved by the constructors at a meeting at the Brasilia circuit. The new date for the South African race could have a detrimental effect on the two British non-championship Formula 1 races at Brands Hatch and Silverstone, in particular the latter, as the cars would only have landed back in Britain when the Silverstone meeting gets underway. Any objection by the British governing body to the South African date would apparently be overruled by the CSI, as in Formula 1 races championship events take precedence over non-championship events.

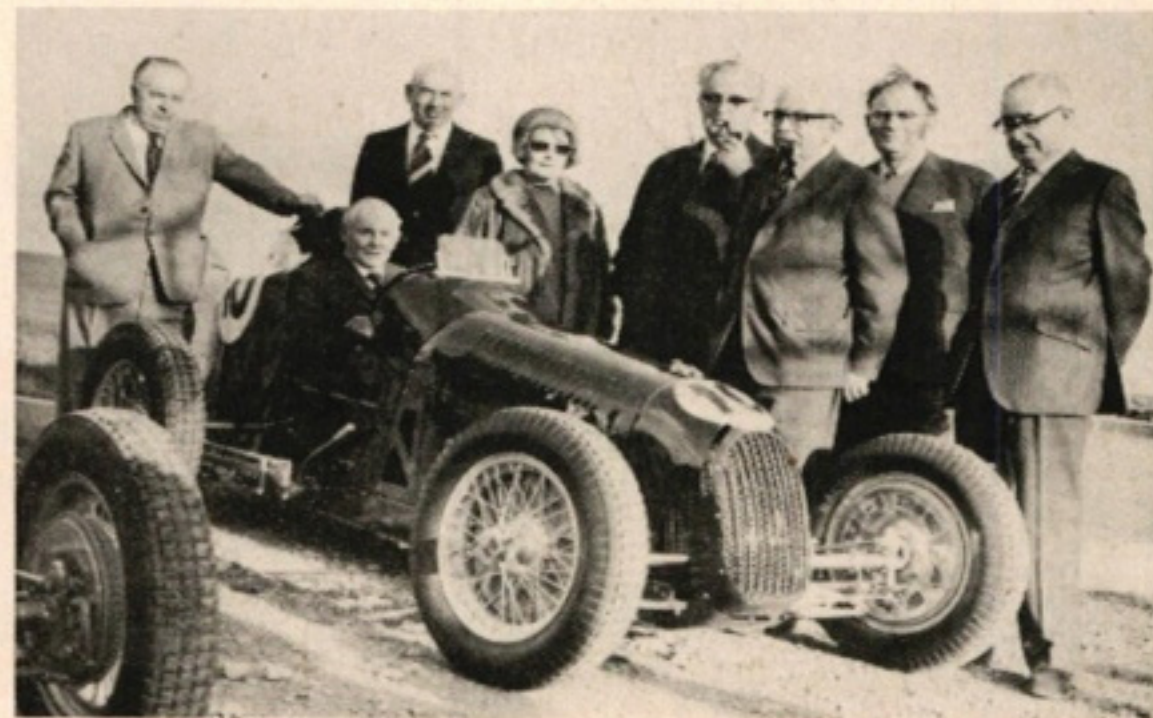
## Venezuela wants F1

A non-championship Formula 1 race is being arranged at Maracaibo, Venezuela, later this year, in preparation for a possible World Championship round in '75. This year's race will probably be for around a dozen cars and is likely to take place two weeks after the American Grand Prix.

The pride and joy of Hesketh Racing, their very own F1 car, turned its wheels in anger for the first time last Wednesday with dramatic results. James Hunt only managed about 20 laps with the car but it inspired such confidence that he was able to fractionally get under Emerson Fittipaldi's pole position time for the GP at Interlagos. Hunt's best in the Hesketh, using a "hack" engine was 2 m 32.9 s, .07 s better than Fittipaldi and 4.34 s quicker than he managed with the March. It was planned to run the car in Brasilia but a leaking bag tank prevented this.



At a presentation at Donington Park last Thursday British Leyland presented their much-sought after works Austin 7s to Tom Wheatcroft's rapidly growing collection. Pictured below is the beautifully engineered twin overhead camshaft 750 cc car. The other car presented was 750 cc side-valve supercharged car. The cars were built and run in the mid and late 1930s but have not been run in anger since 1939. Both are now immaculately rebuilt and former team drivers Bert Hadley (left) and Charles Goodacre (fourth from right) both had the chance to drive them down the old Donington Straight.





## BRSCC 1974 plans—Roger Williamson Fund

The BRSCC announced their plans for 1974 at a Press conference in London last week. Peter Browning the executive director, said that 1974 will see the BRSCC maintain its position as the busiest race or organising club in Britain, probably the world.

The six regional centres of the club will between them be organising 47 race meetings at 12 circuits. This will involve staging around 300 events and handling some 4,500 individual entries. Well over 15,000 voluntary man hours will go into the planning and the organisation of these events.

In the coming season the BRSCC will be distributing on behalf of its race sponsors, a record total prize fund of just under £60,000.

Browning commented: "The year's programme of racing will use no more than 20,000 gallons in one year—about a sixth of the fuel which will be used next Sunday by those who use their cars to go angling.

"The policy of the BRSCC at this particularly depressing time is to foster a feeling of optimism for, contrary to many opinions, we believe that in these troubled times people could be turning in greater numbers to their hobbies and recreations to get away from the national air of pessimism. This is why the BRSCC is going ahead with its full programme of racing in 1974 observing the RAC's 20% reduction in the amount of fuel used, which will be applied across the board with a reduction of race lengths and practice sessions.

"At this time more than any other, the BRSCC will pursue its policy of trying to inject some new ideas into the sport."

One of the most important decisions which the BRSCC have made is to inaugurate the Roger Williamson Fund. As Peter Browning so rightly said: "Since

Zandvoort last year there has been a lot of talk about motor racing fire protection, but very little action."

The BRSCC have launched the Roger Williamson Fund in collaboration with Formula One of Carnaby Street, the racing clothing specialists. As there is no national campaign to train or equip marshals the BRSCC at the moment does all it can with the club's funds and by asking marshals themselves to buy more and more expensive equipment.

The Roger Williamson Fund has been set up to ask drivers themselves to contribute to the cause of safety and equipping of fire marshals. Formula One regularly receive used drivers' racing overalls when they or their sponsors order new ones, and most of these are in a usable condition—certainly they would be ideal for use by fire marshals.

"The idea, therefore, is that we publicly appeal to drivers to return any unused overalls which they may have to Formula One. They will then refurbish these and prepare them for distribution to our fire marshals. Formula One have also agreed to donate 50 pairs of fireproof socks to the fund. This we feel, will make a small but positive and immediate contribution towards the safety of British motor racing.

"Just one per cent of all the sponsorship money in Grand Prix racing and/or a similarly insignificant contribution from the members of the GPDA would see all the British marshals have better training and equipment. Hopefully the Roger Williamson Fund, which asks drivers to help themselves, may prompt the future sponsorship of a national fund."

Anyone with any kind of protective clothing which they do not require should send their donations to Formula One, 21 Ganton Street, Carnaby Street, London, W1.

Browning also announced the Marlboro/People Powered Car Challenge. This is a £1,000 competition which was devised by Peter Browning just in case there was no motor racing in 1974. Despite the happier prospects it has been decided to go ahead with the plans.

The basic rules are that the people powered car must be propelled by muscle power alone; any number of persons may be aboard the vehicle, but all the crew must remain aboard during the timed runs.

The vehicle must have four wheels, all of which must remain in contact with the ground at all times (no balanced bicycles with outriggers). The drive may be through any means to any of the wheels. Cars will be timed over a flying 100 metres of smooth, level tarmac from a flying finish. Cars can start their run from any point up to 50 metres before the start line, and the machine must have adequate brakes to stop it from its terminal velocity before a point 50 metres after the finishing line.

The awards, put up by Marlboro, for the fastest ten cars will be as follows: first, £250; second, £175; third, £100; fourth, £75; fifth, £60; sixth, £50; seventh, £40; eighth, £30; ninth, £20, and tenth, £10.

There will be additional awards for the following: £10 for the smartest vehicle; £10 for the vehicle achieving the highest terminal velocity at the end of 100 metres, £10 for the most technically advanced entry; £50 to the team of three vehicles from the same club putting up the best performances; £10 for the best performances by a BRSCC crew; £10 for the highest placed lady crew; £25 for the best entry from a University and £15 for the best Forces entry. In addition there will be awards of £50, £25 and £10 for the three vehicles returning the fastest lap

around Brands Hatch Club circuit. It is expected the additional awards will be presented as the date for the timed runs approaches. It has not been finally decided where and when the timed runs will take place, but this will probably be in the South of England around May or June.

The very successful BRSCC race entry service will continue in 1974 and anyone who wishes to use the service, which ensures your entry is with the organisers on the opening date, should contact the BRSCC HQ. Because of VAT the price of the service charges have had to go up to £1 per entry and £100 deposit for the season.

The BRSCC have arranged with the Jim Russell Racing Drivers School for two special members' days. The first will be Friday, March 29, at Snetterton, and the second, later in the year, probably at a different circuit. For a fee of only £5 members will be able to take part in a special one-day introductory course which will include a drive in a FF car.

BRSCC members who are jazz fans will want to attend a special night at London's Ronnie Scott Club. The exclusive evening has been arranged for Sunday, April 28, and feature artists will include George Melly, Chris Barber and the Ronnie Scott Trio. The special rate tickets will cost £2 and this will give access to an à la carte menu and a bar.

Finally the BRSCC club nights held at the Surrey Tavern, The Oval Kennington at 8 pm on the second Tuesday of each month will continue to put on excellent entertainment. The April, May and June HQ nights will see the screening of the Shell History of Motor Racing films. Each evening will cover one era and guest celebrities from each period will be invited to talk about their experiences.

Work is progressing well at Brands Hatch on the improvements to the pits which were demanded by the CSI. Ten new individual pits have been added to the existing buildings, extending towards Clearways. The actual pit road is being considerably widened and work is in progress (below, right) on a safety wall and signalling road.





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## ROGER WILLIAMSON FUND

BRSCC Fire Marshals desperately need fire-proof clothing. It should not be up to them to buy it. They already contribute enough to our sport.

The Roger Williamson Fund has been launched to provide these voluntary officials with the same fire protective clothing worn by drivers.

We ask any driver who has a pair of surplus fireproof overalls to donate them to the Fund so that they can be distributed to Fire Marshals.

Please send them to Formula One, 21 Ganton Street, Carnaby Street, London. They will refurbish them and the BRSCC will handle the allocation to Marshals.

Drivers, please help us to help you.

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# GPDA awards to France and Britain

The GPDA announced their annual awards this week. The award for the best Grand Prix of 1973 season was won by the organisers of the French Grand Prix held at Paul Ricard. The French GP achieved 83½ points out of the possible 100 in the ten categories which go to make up the award.

The full list of points is as follows: 1, France, 83½; 2, Argentina, 82½; 3, America, 79; 4, Monaco, 76½; 5, South Africa, 70; 6, Italy, 69½; 7, Sweden, 67; 8, Germany, 66; 9, Great Britain, 65; 10, Austria, 63½; 11, Holland, 62; 12, Spain, 58; 13, Brazil, 56; 14, Canada, 55; 15, Belgium, 49.

An interesting fact which emerges from this table is the improvement in standard at the top end of the table. For example America won the award in 1972 with a total of 76 points. In 1973 they obtained three more points, but were only placed third.

● Although Tom Wheatcroft has been seen at Silverstone recently watching Brian Henton test various Marches, he strongly denied last week that he was in any way involved in sponsorship: "I just went down at Brian's request to help him sort out a contract. I'd love to be in F1 and F2 but the only driver I would consider is already fixed up."

In the awards for 1974 the GPDA have decided to drop the adequacy of practice category. This is because practice periods have now been standardised in the agreements between the F1 Constructors Association and the various organisers. If, however, any organiser fails to provide adequate practice periods, this could be reflected in the marking of the organisers attitude.

For the second consecutive year the GPDA flag marshals' Trophy has been won by the marshals at the John Player British Grand Prix which was held at Silverstone. In 1972, the first year of the award, they shared it with the Kyalami marshals, but in 1973 they were on their own with the outstanding mark of 9½ points out of the possible ten. Their nearest rivals were the marshals in South Africa, Belgium and America, all of whom scored eight points.

● A CSI inspection was made at the Jarama circuit near Madrid on January 25. The circuit, which was closed last year because of poor safety amenities, is supposed to be the venue of this year's Spanish GP on April 28.

The CSI representative apparently showed satisfaction at the work so far completed but as yet the track does not have a permit.

## Excellent Hill film

Graham Hill with actor Paul Newman who narrates the documentary "Graham" which is being screened by ATV next Tuesday.



One of the best motor racing documentaries we have seen for a long time gets peak hour television time next week. Tony Maylam's "Graham" is being shown on all ATV networks at 9 pm next Tuesday, February 12.

The hour long film records the life of Graham Hill and gives a much deeper insight into the man than has ever been shown before. Although it follows on fairly closely to "A Man and his Shadow" which was shown last year, the two have no connection whatsoever and "Graham" is much the better of the two. It is factually correct throughout and it's a nice change to be able to say that there is really only one contrived

scene.

Scenes include Hill racing a Clubmen's Lotus at Brands Hatch in the 50s, most of his GP successes and failures, witty after dinner speeches, what he means to Monaco by Prince Rainier and Princess Grace and so on. The first lap GP shunt at Silverstone last year is recorded and with it a tremendous shot of the reactions of Bette Hill and Lyn Oliver as it happens in front of them.

The narration is by Paul Newman while comments come from a large number of racing personalities and others. "Graham" is a very worth while film and will appeal to racing and non-racing fans: don't miss it.

## Stewart wins and takes lead

Max Stewart (below, left) was again on the Tasman winners rostrum at the 1.2-mile Oran Park circuit near Sydney, the first race of the series to be held in Australia. Following Stewart's Lola were the similar cars of Johnnie Walker and Warwick Brown. John McCormack took an early lead in the 90-lap race, but after a third of the distance burnt a valve and Walker took over until the 50th lap when he lost fourth gear, so Stewart went into the lead. He too had an ailment, the car slipping out of second gear, but the four cars remained well bunched together, finishing 3.3 s apart. Fourth and fifth were the VDS Chevrons of Gethin and Pilette (below, right, relaxing with saloon ace Alan Moffatt). Graham McRae was once again afflicted, this time by a broken suspension part during the warming-up laps, and then being blackflagged out of the race for not starting from the grid. Stewart leads the series with 24 points to Gethin's 20, and McCormack's 18.



## GRD sales in Italy

Mike Warner reported this week that sales of GRDs are now beginning to move. He was in Italy last week to announce a new distributor who so far has taken eight cars. The dealership has gone to Monzeglio, a big Alfa Romeo dealer in Turin.

The distributors plan to run three cars themselves: a Novamotor Toyota engined F3, an F2 and a 2-litre sports car. Pedro Passadore is currently in Italy testing the F3.

Warner reported that so far 18 cars have been sold, all of them abroad. "We think this is very good and our target of 30 cars looks a strong possibility."

● Thornton Mustard, the winner of the Jim Russell Firestone Trophy Championship last year will be competing in the major FF championship rounds this season in a new Van Diemen sponsored by Kent businessman Barry Bridgeland. The team will be known as Tiger Shark Racing Team.





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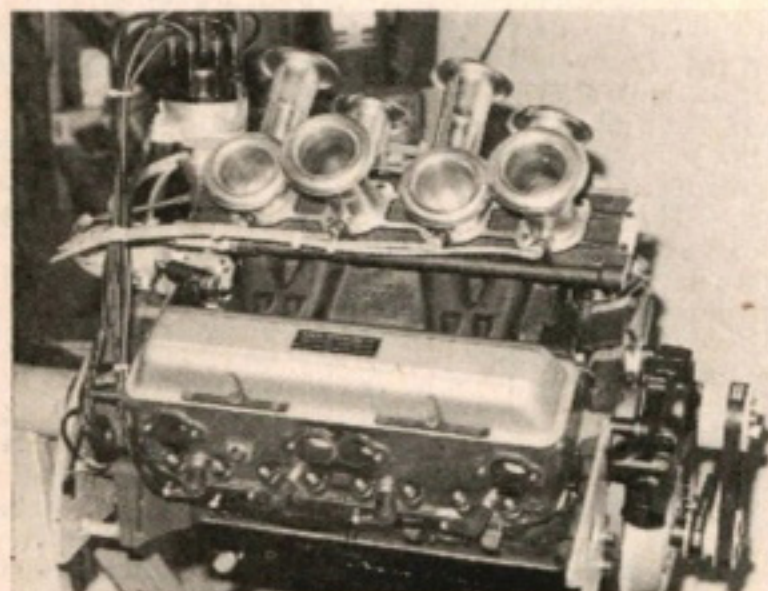
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## Thruxton's progress

Sydney Offord, BARC General Manager, felt that his statement at the recent BARC Press conference concerning the modification at Thruxton may have been misunderstood and has issued the following statement:

"All safety precautions have been brought up to CSI standard, all the run-off areas levelled, all the existing chalk banks faced with Armco, and run-off areas free of obstruction provided between Seagrave and Club corners. As a result of these changes, spectator areas have been concentrated on the west of the circuit and have been improved so as to enable an estimated crowd of 30,000 to be

able to view the entire circuit.

"Planning application for our offices has been made, but as yet not granted; planning permission for permanent lavatory blocks is to be made but it is doubtful whether these will be completed before the 1974 season because we find it takes the local authority many months to deal with the simplest planning application.

"There are now proposals for a major road improvement around the circuit and the A303 is to be improved to near motorway standards. It seems certain there will either be an underpass or flyover to give access to the circuit if the improved road follows the line of the old A303."

## Porsche quit CanAm

As expected Porsche have announced their official withdrawal from the CanAm series. The official statement read:

"After winning the manufacturers world championship three times in a row in 1969, 1970 and 1971, Porsche decided to compete in the CanAm series entering a further developed turbo-charged 917. Investing a considerable amount of money and engineering Porsche made this car a winner too, winning the series in 1972 and 1973.

"Drastic regulation changes announced by the SCCA restrict

these outstanding race cars after only two years of competition from further participation, and the Porsche factory has therefore decided to retire from CanAm racing. Roger Penske will retain one of the 917-30s, which he campaigned for the factory in 1973, for his private use.

"The experience Porsche gained through the development of the reliable turbo-charging for the CanAm car has been extremely valuable and opened up new engineering possibilities and opportunities that will be further pursued, although in different applications."

## BMW will compete in ETCC

The works BMW factory will be contesting the European Touring Car Championship after all. Hans Stuck told AUTOSPORT last week that one car would be run in all rounds, with himself and Jacky Ickx driving when Formula 1 races don't clash. There is a chance of a second car appearing in some races too, although this at present is still uncertain, for Derek Bell and Chris Amon.

● We regret to report the sudden death last weekend of Bill Ruck Keene, one of the best known and liked race officials in the country. Just after the war he raced and hillclimbed a BMW but his substantial figure was more familiar at BRDC meetings where he was either chief observer or deputy chief flag marshal.

To his family and many friends AUTOSPORT extends its deepest sympathy.

## Modsports votes

Modsports competitors have been rather slow to vote on the form in which they want their class of racing to take in 1975. Andrew Talbot who is running the ballot urgently requires more views of the revised regs so that they can be presented to the RAC at an early date.

The three possible class options which competitors are asked to vote for are: 1, The current classes; 2, up to 1150 cc, 1151 to 1300 cc, 1301 to 3000 cc and over 3000 cc; 3, up to 1300 cc, 1301 to 2000 cc, 2000 to 3000 cc and over 3000 cc.

The place to send votes and for any information of modsports regs is, Andrew Talbot, Aston Lodge, Aston, near Runcorn, Cheshire WA7 3BZ.

● Firestone announced this week their continued support of Formula SuperVee and Formula Vee for 1974. Drivers gaining a first place in each of the national Formula Vee and VW (GB) Ltd FSV Silver Cup championship rounds will receive £30 if driving on Firestone tyres.

## Brise's award and problem



Tom Wheatcroft presents a portrait of Tony Brise on behalf of the Donington Collection in recognition of his scoring the most F3 wins in Britain last year.

At a presentation at Donington Park last Thursday Tom Wheatcroft presented John Player F3 Champion Tony Brise with a portrait to commemorate his winning of more F3 races in Britain than any other driver last year. Wheatcroft decided to present the award, on behalf of the Donington Collection, so that he could put something back into F3 where he and Roger Williamson gained so much success.

Although Brise was by far and away the best of the British F3 drivers in 1973 he still has no plans for 1974. The number two Grovewood award winner

said that his plans for a works March F2 had fallen through because of the sponsor, STP, pulling out. He is currently looking for around £25,000 to secure a drive in F2. If nothing materialises he will probably put a BDA in his F3 March and go Formula Atlantic.

On the subject of F1, Brise said that he had spoken to Bubbles Horsley at the Canadian GP last year about the possibility of hiring the team's March for the Race of Champions and perhaps the two other British F1 races and the reaction had been favourable.

## Hezemans quick in new Capri

Mike Kranefuss' latest Ford of Germany weapon, the Essex V6 powered G2 Capri, has been turning in some pretty shattering times during testing at Zolder. The team's new recruit, current ETC champion Toine Hezemans managed to knock no less than 3s off the times recorded by last year's 3.0 Capri. The test and development programme is continuing this week at Zolder and Paul Ricard and among new things being tried are axle components, bigger brakes, re-sited radiator and a Getrag 5-speed gearbox.

Hezemans said after the testing last week, "I'm very happy. The new engine behaves just like a Grand Prix unit and revs like hell to 8500 rpm."

## Progress at Sabre

Former March chief salesman, Bill Stone, reported last week that his new set-up, Sabre Automotive, is shaping up well. Part of the Bicester factory has been partitioned off for the production of Lyncars. Stone said that he did not expect to sell many of the Martin Slater designed cars this year but he hoped that the performances of the works car in John Nicholson's hands would create a market for 1975. The car will be available in FA, FB or even F2 form if anybody should want one. There will be no agents for the cars anywhere in the world. All parts will be available from Bicester with a direct customer service.

As well as producing Lyncars, Sabre is busy fabricating parts for most of the major manufacturers while they have just sold a Dragster kit to Sweden based on a design by Ian Frazer, the man who designed Clive Skilton's 1972 rail.



## Llandow reprieve

Three weeks ago, AUTOSPORT carried the news that motor racing at the Welsh venue of Llandow was endangered by the cost of meeting the RAC's safety requirements for 1974. The SWAC were faced with the prospect of laying out vast sums on Armco. The possibility of running rallycross only was to be investigated but the RAC ruled that Armco would still be required for the track sections.

Accordingly, the SWAC called an Extraordinary General Meeting to discuss the future of the track and this was held in Cardiff recently. Thanks to club member Terry White it now looks as if the track will again see motor racing. Mr White was able to lead the club to a supply of barriers at a very competitive price and work will soon commence upon installing this barrier.

Parts of the track are, for the time being, to be denied to spectators until Armco can be erected all round the one mile oval track. The first phase of

the improvements will see the barriers erected along the wide back straight, around the Devils Elbow and Old Paddock bends and, for the time being only, finish at the start line. As soon as possible, it is hoped that the second phase will be commenced.

This work will have to be carried out by volunteer labour and South Wales enthusiasts are reminded that if they wish to see racing this year, then it is they who should come forward. Many already have and the man taking down the names is the company secretary of Llandow Circuits Ltd, Mr Carey Edwards, c/o, 5 Meteor Street, Cardiff. He will then inform the volunteer of the days on which his help would be most appreciated.

Ernie Thomas remains in charge of the circuit's administration and can be contacted at the above address. It is hoped that six car meetings can be held this year, commencing with SWAC's traditional Easter Monday fixture.

## Big Brazil FSV plans

Brazil's Confederation of Motorsport (CBA), which has been wracked for the past few months with plots, counter-plots and dissension, assembled long enough this week to take several important decisions.

The most important of these was that Brazil should adopt Formula SuperVee on a national basis. A national championship with sponsorship for the giant Volkswagen do Brasil factory of \$9000 (US) per race is being arranged, and 50 cars are to be built immediately.

The constructor of the cars will be one-time F5000 driver Antonio Carlos Avallone, who

already constructs Can-Am type sports cars at his factory in Sao Paulo. Avallone has a licence agreement with Lola Cars Ltd, and the Brazilian FSV will be based on a spaceframe version of the present Lola Super Vee.

Avallone has also been authorised to build 30 Formula Fords (no FF has been made in Brazil for three years); and 20 more unlimited sports cars.

An international three-race FSV series is being planned for March this year, and among the invited foreign drivers will be Avallone himself, who promises to be racing the first all-Brazilian FSV.

### BRIEFLY...

● Following an announcement from Ford Australia on Friday, January 25, that it was abandoning motor racing, an unexpected visitor to Invercargill for the final New Zealand round in the Peter Stuyvesant \$100,000 series was top Australian saloon car conductor Alan Moffatt, who has been on Ford's payroll. Rumours had it that Moffatt was over to shop for a single-seater and, possibly, Graham McRae's quick and well-designed GM2. Moffatt himself was not to be drawn on the subject. But he did say: "Ford may be out, but Moffatt's still in."

● Swedish G2 driver Bo Emmanuelsen will be fielding three cars in his home saloon car championship this season as well as taking in a number of the European Touring Car Championship rounds and some of the German championship events. He has bought the Broadspeed Capri which was driven by Claude Bourgoignie last year to drive himself while an Escort 1300 cc will be driven by Bengt Odelfors and an RS1600 by Carl Piper. The team will be backed by STP of Sweden.

● March director Robin Herd said last week that he hoped to retain the services of Howden Ganley as a Formula 1 team driver with Hans Stuck for the remainder of the season. However, the outcome depended on finding sufficient sponsorship to run the second car.

● The new JPS Lotus F1 car was seen testing at Silverstone at the beginning of this week. No details were available of the car which will be officially announced at the beginning of next week.

● Also recently arrived in Europe is three-times Brazilian Touring car champion Pedro Victor de Lamare. Sponsored by Sao Paulo Investimentos, de Lamare will be racing a March-BMW in European 2-litre Sports-car championship races.

● Representatives of Rede Globo will be visiting Europe in June to arrange entries for a non-championship sports car race, to be held at the new 3.4-mile Brasilia circuit on Friday, November 15—a bank holiday in Brazil. Brazil want to stake a World Championship sports car race in 1975, either at Interlagos or Brasilia.

● The Peter Stuyvesant \$100,000 Tasman "circuit" was a bit up in the air at the final New Zealand round at Teretonga Park, Invercargill for two reasons. First, no one really knew whether they would be racing on the extended circuit at Oran Park, some 35 miles from Sydney, the following Sunday or on the older-established and shorter 1.2-mile version. Trouble was although extension work had been started in plenty of time for completion under normal conditions, Australia's traditional weather was not in evidence and heavy rain had delayed the job. Then, just to complicate the issue, heavy rain caused serious floods in Queensland and even around Surfers' Paradise, scene of Australian round No. 2. There was talk of Surfers' being abandoned, but no one really knew.

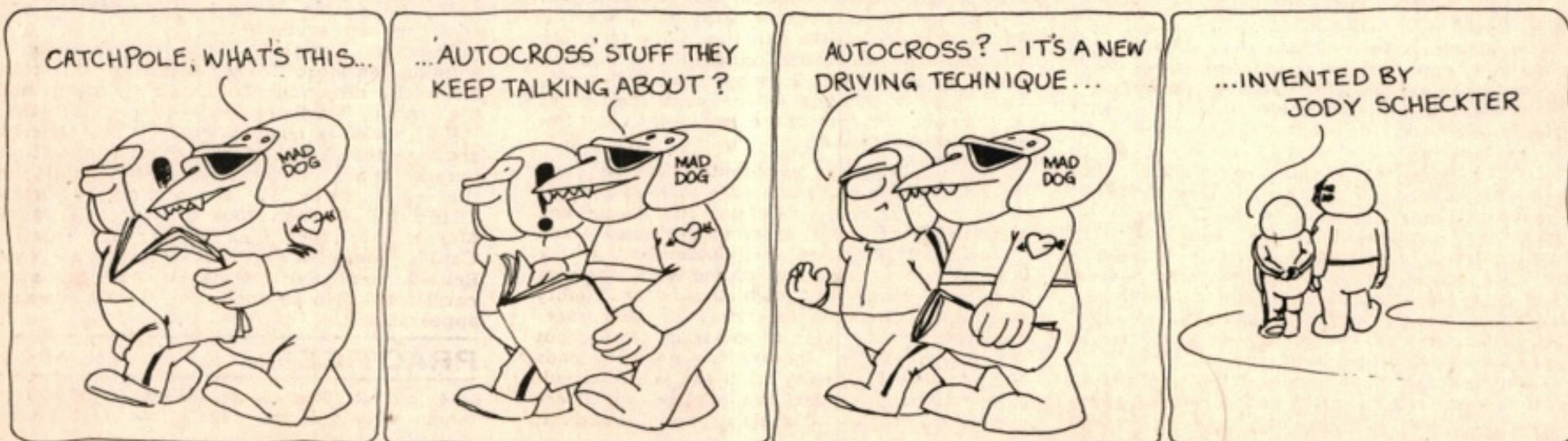
● The Northampton Motor Sport Society are holding their third Speedshow in the Drill Hall, Clare Street, Northampton on February 23 from 2 to 8 pm. There will be trade stands and a large central display of rare racing machinery and a continuous free film show.

● A telex from the CSI this week confirmed that the Dutch Grand Prix would take place this year at Zandvoort. The date, however, has been changed to June 22, a Saturday, as there is an important World Cup Football match on the Sunday.

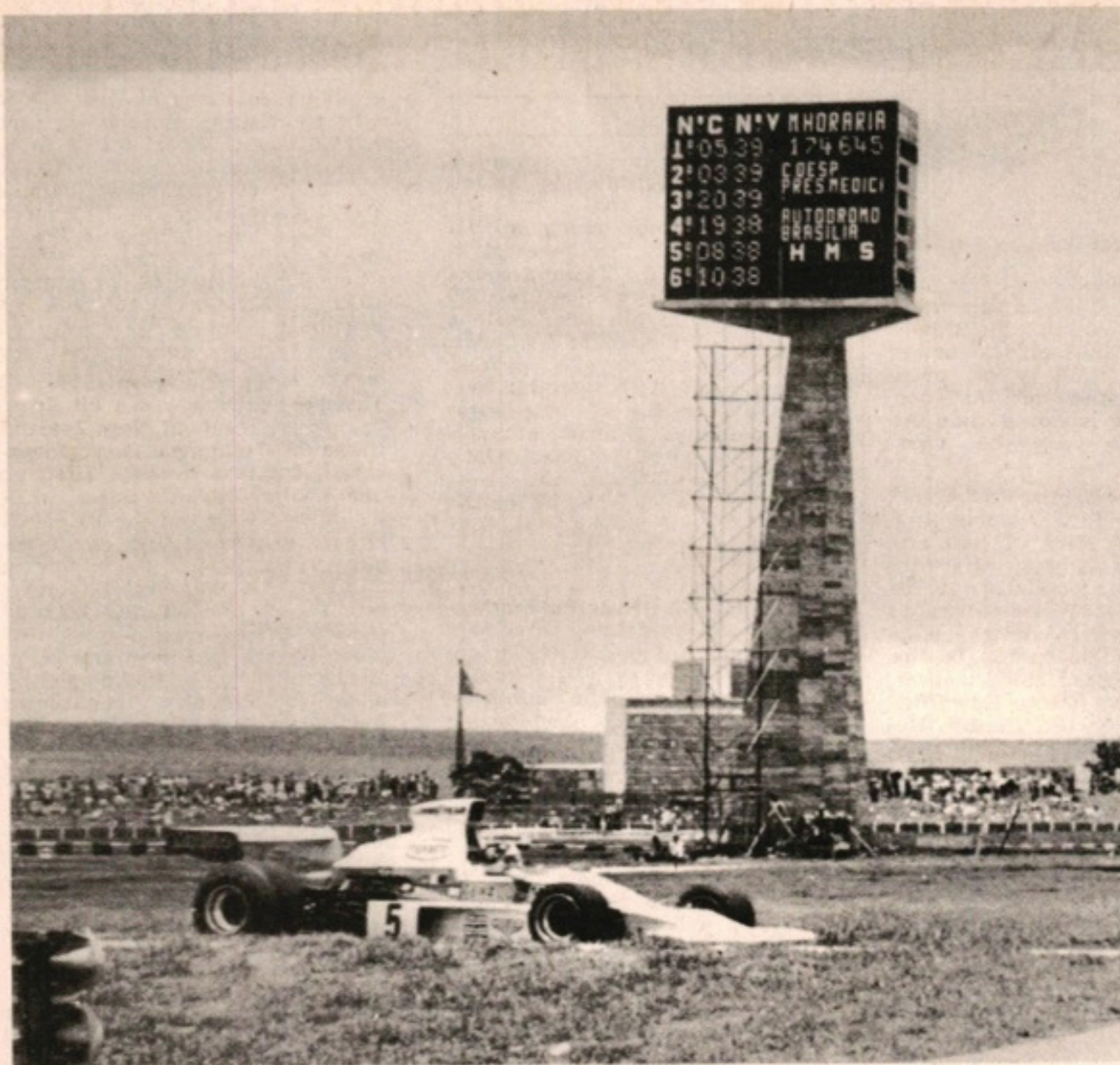
● After four and half years as Automotive Products Competition department manager, John Moore has recently moved to another position in the company. His place has been taken by Ray Hulbert.

### CATCHPOLE

By Barry Foley







The scoreboard tells the story as leader Emerson completes the last lap — virtually out of fuel.

## BRASILIA F1

# Fittipaldi's Brazilian double—with ease

By ROBERT FEARNALL Pictures by PETE LYONS

The inauguration of Brazil's latest ultra-modern Grand Prix circuit at the strange, super-natural city of Brasilia produced the result all the 85,000 Brazilian fans wanted—a win for Emerson Fittipaldi. But little did they realise that Emerson's glory nearly turned sour, for the Marlboro Team Texaco McLaren M23—celebrating a hat-trick of F1 wins this season—virtually ran out of petrol on the last lap. Jody Scheckter drove a sensible, steady race with the Elf Tyrrell to finish an encouraging second—chasing Emerson for the lead until the McLaren's tyre combination proved superior and the Tyrrell suffered severe vibration. Another good performance by an "underdog" came from Arturo Merzario who, in finishing third, was the leading Firestone runner with Frank Williams' Iso Marlboro. It was, in fact, the good performances of Scheckter and Merzario which highlighted this non-championship 12-car race. Bad luck afflicted Carlos Reutemann's works Brabham for the third time in succession, this time a broken engine forcing the Argentinian out of the race after a brief spell in the lead.

## CIRCUIT

In Brazil motor racing is the "in thing" with lavish new circuits sprouting in various districts, and when the country's supposedly "dream" capital city came into being, the Government just had to include a race track. Like the artificial city, the circuit included some weird and wonderful designs and had taken exactly two years to construct at a cost of \$3½ million, but unlike the sprawling nature of the new Federal capital the circuit was compacted into a relatively small space, within walking distance of the city centre. The "Auto Raceway of Brasilia" as it is officially titled, comprises an outer oval type and inner main circuit, as at Interlagos, and the format of the 3.4 mile formula circuit is in some ways similar to a more squashed version of Interlagos.

The formula circuit mainly consists of third gear corners combined with three second gear bends and five fast curves, some of which

are flat. The five or six third gear bends are generally of the same character, but the second gear hairpin behind the paddock had a sting in its tail in the form of a marked camber change on the exit line. The straights are generally short, the longest being between Turn 1 and Turn 2, which is 820 yards and the pit straight is the next longest at 627 yards. In fact there are relatively few places to overtake.

The facilities are excellent. For the competitors there are 30 pits with lock-up garages for each, containing hot and cold water and built-in shelves. A spacious pit road leads to a raised signalling area, underneath which are separate changing rooms and showers for each driver, although the latter facility was not completed in time for this race. Adjacent to each side of the track throughout its 3.4 miles lies accessory asphalted roads—almost 10 feet away from the actual circuit—for ambulances and fire tenders, which are placed at regular intervals around the circuit,

to reach the scene of an accident speedily and without interfering with the proceedings on the circuit. The bends have three spaced-out layers of catch fencing placed before the Armco barrier, all of which is situated fairly well back from the circuit. Kerbstones are placed on the exit of most bends, to avoid the throwing up of stones and dust.

Spectators are well catered for too. Situated on the pit straight is a rather exclusive grandstand which also includes a very lavish presidential suite while viewing facilities for the less affluent spectators were made particularly good by the erection of grassy, high sloping banks all round the perimeter of the circuit (all spectators' cars are parked outside the actual circuit, in vast car parks). And in addition to the usual amenities and conference halls and display rooms, the spectators also have a drive-in cinema!

But it's not all glorious. The most serious disadvantage is the never-ending quantities of red sandy soil which continually finds its way on to the circuit despite the efforts of the local workers to wash or brush it away whenever the competing cars weren't on the track.

## ENTRY

Following the Grand Prix at Interlagos, half of the Grand Prix cars were flown back to Europe while the other half took the 1000 km flight to Brasilia, for the President Medici Trophy event, to celebrate the opening of the new circuit and to see whether Formula 1 cars would be suited to it with the possibility of future Brazilian Grands Prix being held there. As at Interlagos, the organisation was looked after by the ultra-efficient Rede Globo on behalf of the Government and Brazil's national controlling motor sport body, which to say the least is in a certain amount of disarray, and all the marshals and equipment were transplanted from Sao Paulo to Brasilia in time for practice.

Main new interest centred around the debut of Harvey Postlethwaite's designed Hesketh for James Hunt, the car having been flown out from England at the team's expense to Interlagos where it was tested on the Wednesday before the Brasilia race. The results gave the team immense pleasure and enthusiasm. And no wonder, for within 18 laps with an "old hack engine" James had lapped in 2 m 32.9 s—Emerson Fittipaldi's pole position time in the Grand Prix, and over 4 s faster than Hunt's official practice time in the March. Soon after, the fuel pressure relief valve began sticking, so the team packed up and sent the car by road to Brasilia. The old faithful March had been sent along too, hopefully as a reserve car.

Jody Scheckter's Elf Tyrrell 006/2 had been changed back to the coil spring rear suspension after rather disappointing results with the torsion bar suspension, and this was Jody's first proper opportunity of driving the car with the conventional suspension system. By the time of his next outing, the new Tyrrell should be in operation.

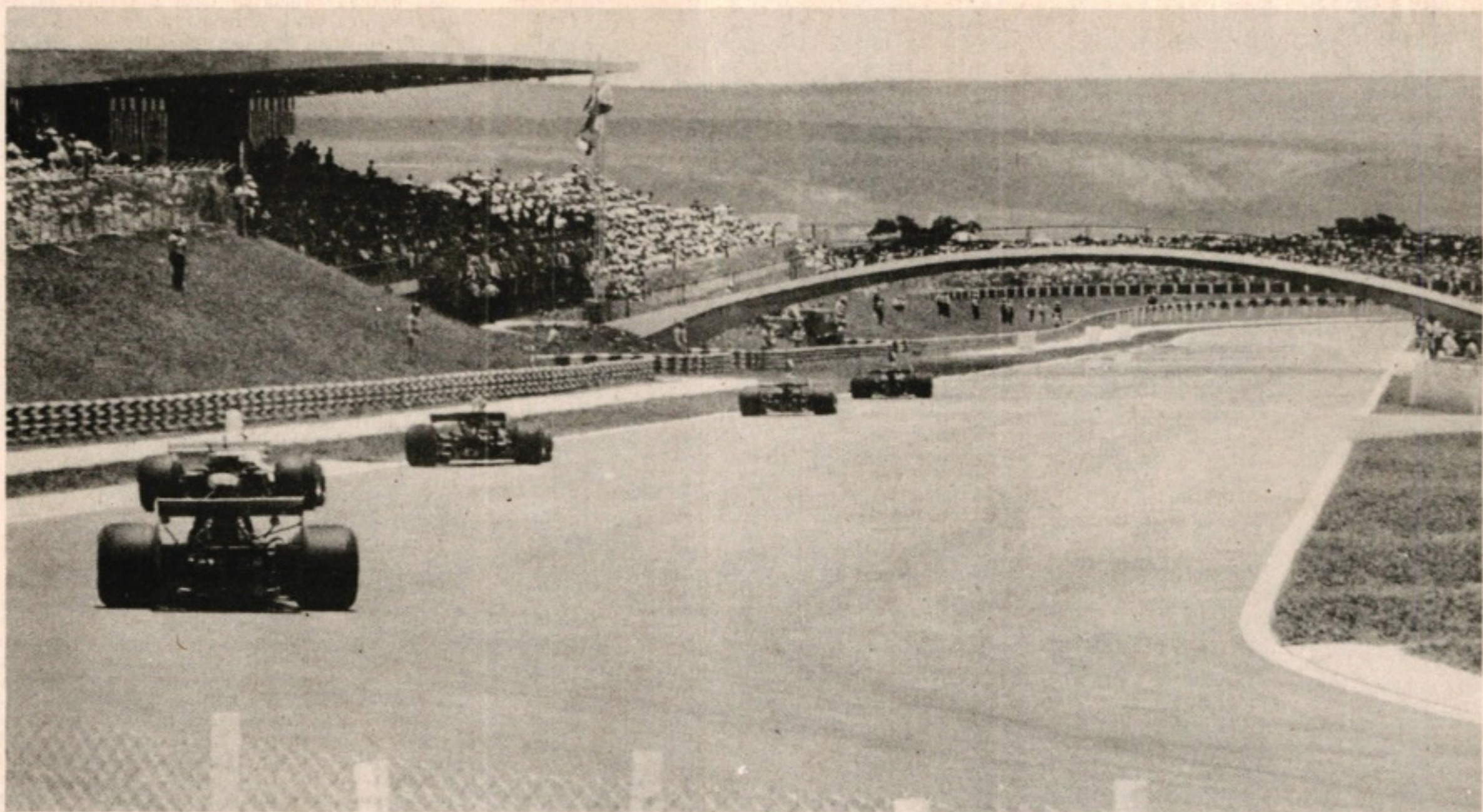
The only other significant change was in the Brabham team where future constructor Wilson Fittipaldi took over Richard Robart's Brabham BT44 to join Carlos Reutemann whose problem at Interlagos, it later transpired, was not caused by the tyres but by a circlip falling out of the front suspension and upsetting the geometry.

Emerson Fittipaldi used the Interlagos-winning Marlboro Texaco McLaren, this time under the direction of Alistair Caldwell, and the other Marlboro car—Frank Williams' FW-01—was as usual piloted by the cheerful and spirited Italian Arturo Merzario. Three two-car teams completed the 12-car entry, in the same form as at Interlagos—Surtees TS16s for Carlos Pace and Jochen Mass, March 741s for Hans Stuck and Howden Ganley and BRM P160Es for Jean-Pierre Beltoise and Henri Pescarolo. BRM's latest car should also be ready for the team's next appearance.

## PRACTICE

The circuit was uncompleted by the time teams arrived at the circuit, but by the start





A group of cars head down the pit straight—the second longest straight on the course at 627 yards.

of official practice on Saturday most items were in their proper place although such things as virtually unprotected raised concrete marshalling posts gave rise for concern. Two and a half hours were allotted to official practising in two sessions on Saturday, but to give teams a chance to acclimatise to the circuit, an unofficial one-hour period was provided on Friday.

The red sand problem became apparent immediately, but what wasn't bargained for was the very abrasive surface of the newly laid crushed stone asphalted track, which was to prove a severe problem for Goodyear and Firestone throughout the meeting. When it was dry, the left front tyre in particular on most cars seemed to last only a couple of laps before graining and cause dreadful understeer.

Rain interrupted the unofficial period, but the track dried fairly rapidly for Pace to emerge unofficial fastest—to the delight of the local press—in 1 m 55.4 s from Emerson, who was not at all happy with the track surface, on 1 m 56.1 s and Scheckter and Merzario on 1 m 56.3 s. Scheckter understeered off on to the grass, slightly tearing the nose section which was promptly replaced, but generally, little notice was taken of the times at this early stage.

Heavy overnight rain continued to fall when cars started practice on Saturday morning although fortunately, the track wasn't badly flooded at all, and it generally dried up later in the morning so that Emerson for one, was able to go out on slick tyres in the closing minutes of the first session.

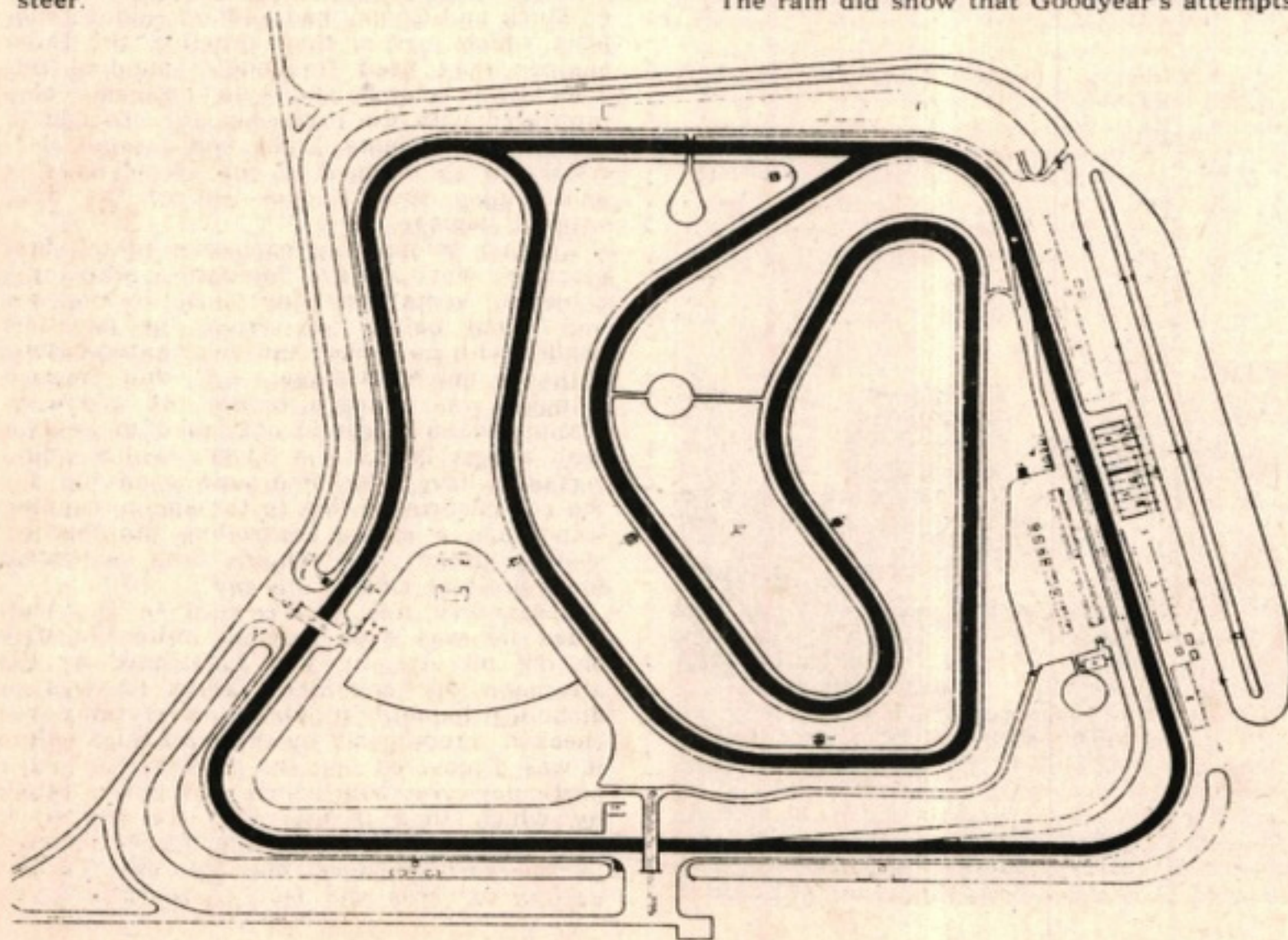
The rain did show that Goodyear's attempts

during the winter to find a competitive wet weather tyre to match or better that of Firestone, have proved successful for even when it was very wet, the Goodyear shod cars were well to the fore. With conditions drying, times came down below the 2 m mark and the session ended with Goodyear runners Reutemann (1 m 57.38 s) and Fittipaldi (1 m 58.12 s) just ahead of Firestone's Pace (1 m 58.36 s). The most spectacular motoring in the very wet conditions came from Pescarolo whose valiant sideways efforts showed that if it rained in the race, then BRM were in with a chance. However all these times—bar one—were nullified by the afternoon's dry practice session.

The one exception was the Hesketh team. The new car suffered an incurable leaking seat bag tank before practice at Brasilia—unfortunately the team hadn't a spare and furthermore, petrol had seeped everywhere, necessitating a large mop-up job when the car returns to England. However, the team had the March to rely on, didn't they?

Well, during the first wet period the organisers insisted on the cars showing their rear red lights midway through the session. Hunt was held at the end of the pit road while this was being sorted out, but in this time James had trouble in getting the car out of gear and the clutch release bearing failed. A new clutch was installed before the afternoon practice, but for no apparent reason it was slipping badly and James only did three laps coming in and out of the pits before causing further damage. All of which meant that Hunt started from the back of the grid and that the large operation of having two cars in Brazil had taught the team a great deal.

The fastest four in the afternoon session were very closely matched and separated the rest of the field by two whole seconds. Heading the quick 'uns was Reutemann again, who lapped at 110.103 mph and again showed that as soon as niggling little teething problems with Gordon Murray's designed Brabham BT44 have been overcome, it's going to be a winner. Reutemann didn't seem so badly afflicted with the front tyre problem as the others—in fact, he had a slight oversteer problem. Not so his team-mate Wilsinho however, who wasn't at all keen about the front handling of his BT44 which uses Lock-







During the early stages of the race, Reutemann leads Fittipaldi, Merzario and Scheckter (above). Against the setting of the new capital city go the Surtees of Pace and Mass (below).



heed brakes compared with the Girlings on Reutemann's car; Wilson's first session was cut short when the car ran short of fuel on the circuit.

Although Emerson qualified fractionally slower, the McLaren was suffering the tyre graining problem—"I have a big, big problem with progressive understeer," Emerson explained. Neither Emerson nor Pace showed much enthusiasm for the possible new GP circuit.

The Tyrrell seemed much more at home on the smooth Brasilia track compared with the bumps of Interlagos and Scheckter spent practice adapting to the coil spring rear suspension but found he hadn't enough time to discover all of its capabilities. "I found myself coming out of corners with too much room to spare," he said after lapping in 1 m 51.40 s before the metering unit packed up shortly before the end of practice. "As soon as I get the car to suit my driving style a little better, we will be OK" and indeed faces in the Tyrrell pit seemed much brighter than of late showing that the Tyrrell-Scheckter combination is gradually coming right.

Sharing Scheckter's time for the second row, was Pace—the fastest Firestone runner. Pace's practice ended with a touch of uncertainty when he felt the car snake viciously on the pit straight. It transpired that again it was a tyre problem. His team-mate Jochen Mass was not so fortunate. A partially sticking throttle sent him straight on at the end of the straight before the second fast right-hander. The car tore through the catch fences, which proved their worth by saving the car from striking the Armco; as a result damage was not too serious although the monocoque was slightly kinked and the whole front section needed replacing. The most disturbing aspect of the accident was the apathy on the part of the marshals, who waved no warning flags before or at the scene of the accident, and it took almost a minute before the nearby fire and ambulance wagons were stirred into action.

It just goes to show that no matter how much money circuits spend on providing the most elaborate safety precautions, the usefulness of it entirely depends on untrained human beings.

A few minutes after Mass shunted, fellow German Hans Stuck spun his March at the same corner when he tried to brake at the 100 m board, "but it was 10 m too late! It was lucky Jochen opened the catch fencing for me," Hans quipped. The bend has since been renamed the German corner, to which one humorist replied the catch fencing be replaced with barbed wire. The March team of Stuck and Ganley had endless engine problems which marred their practice, the three engines they used frequently sounding off-song while clutch and tyre problems also interfered with the performances. To add to the list of incidents, Stuck had a small electrical fire at the end of the second session and Ganley spun in the wet of the first, without damage.

Another to have an excursion in the first practice was Arturo Merzario, who was achieving some very fine times in the wet and damp before he arrived at one left hander with no brakes and went autocrossing, without much damage. A dud master cylinder was changed before the afternoon session, when Merzario continued to impress with a best lap of 1 m 53.43 s which would certainly have been improved upon but for the car misfiring owing to the engine running lean when a spring controlling the mixture system broke; the engine was scheduled for a pre-race change anyway.

Pescarolo's fine performance in the wet, when he was even snaking quite viciously on the pit straight, was superseded by the afternoon dry conditions, when he was in diabolical handling problems. Everything was checked scrupulously by the mechanics before it was discovered that the problem lay in the particular tyres with which the car was fitted, by which time it was too late for quick lappery. Beltoise meanwhile wasn't afflicted in the same manner, but did suffer a flat battery towards the end of practice. The





Jody Scheckter's Tyrrell has just lapped the BRMs of Beltoise and Pescarolo, on his way to an encouraging second place.

BRM's main time-consuming problem on this circuit was getting the power to come in quickly enough out of the slow corners, as they were not losing out on top end power thanks to the relatively short nature of the straights.

|                                          |                                        |                                              |                                           |
|------------------------------------------|----------------------------------------|----------------------------------------------|-------------------------------------------|
| Fittipaldi<br>(McLaren M23/5)<br>1:51.27 | Pace<br>(Surtees TS16-02-2)<br>1:51.40 | Reutemann<br>(Brabham BT44/1)<br>1:51.18     | Scheckter<br>(Tyrrell 006/2)<br>1:51.40   |
| Beltoise<br>(BRM P160E-09)<br>1:54.44    | Mass<br>(Surtees TS16-03-2)<br>1:55.53 | Merzario<br>(Ilso Marlboro FW-01)<br>1:53.43 | Fittipaldi<br>(Brabham BT44/2)<br>1:54.62 |
| Ganley<br>(March 741/2)<br>1:57.61       | Hunt<br>(March 731/3)<br>2:04.95       | Pescarolo<br>(BRM P160E-10)<br>1:55.88       | Stuck<br>(March 741/1)<br>1:58.10         |

It was hot and sunny on Sunday morning as thousands and thousands of chanting and jeering Brazilians shoved their way into the circuit, where the 12 cars were given a last 30-minute untimed practice session at which the main talking point was again tyres. Some teams were expecting routine pit stops during the 40-lap race while most team managers were instructing their drivers to take the race easily in order to preserve them. However, towards the end of the unofficial period, Emerson found a secret compromise which seemed to be the answer—a hard compound on the front and a soft compound on the rear.

Hunt's severe clutch slip affliction remained despite a careful check of all the necessary parts overnight, so there was nothing else but to carry out another detailed examination, and Mass settled into his rebuilt Surtees which appeared to be handling well before the tyres went off. Unofficial times in this period showed Scheckter to be fastest on 1m 52.3 s from Emerson at 1m 52.9 s and Merzario at 1m 53.4 s.

## RACE

This time there were no signs of rain as the 12 cars lined up for the early 11.30am start, which for a change in Brazil, was actually adhered to. The Hesketh mechanics stood beside Hunt's car so they could push it away from the grid without James having to overwork the clutch, but as it turned out the clutch wasn't so much the problem this

time.

There seemed very little time between the 30 s board and the drop of the flag after the cars had moved forward from the rolling start, but nobody was caught unawares as the Brabham and McLaren headed towards Turn 1 side by side. It was Reutemann's line and into the lead he went from Emerson and Merzario who had made a very quick start from the third row to head Scheckter, Pace and Mass.

The partisan crowd cheered wildly every time Emerson closed to within striking distance of the white Brabham, these two rapidly pulling away from Merzario whom Scheckter was anxiously trying to get by before the leaders pulled out of reach; and then came the two Surtees, Beltoise, Wilson Fittipaldi, Pescarolo, Ganley, Stuck and Hunt.

The main excitement in the opening laps lay in the two battles for the leading four places. Scheckter dived on the inside of Merzario on Turn 2 on the third lap but the

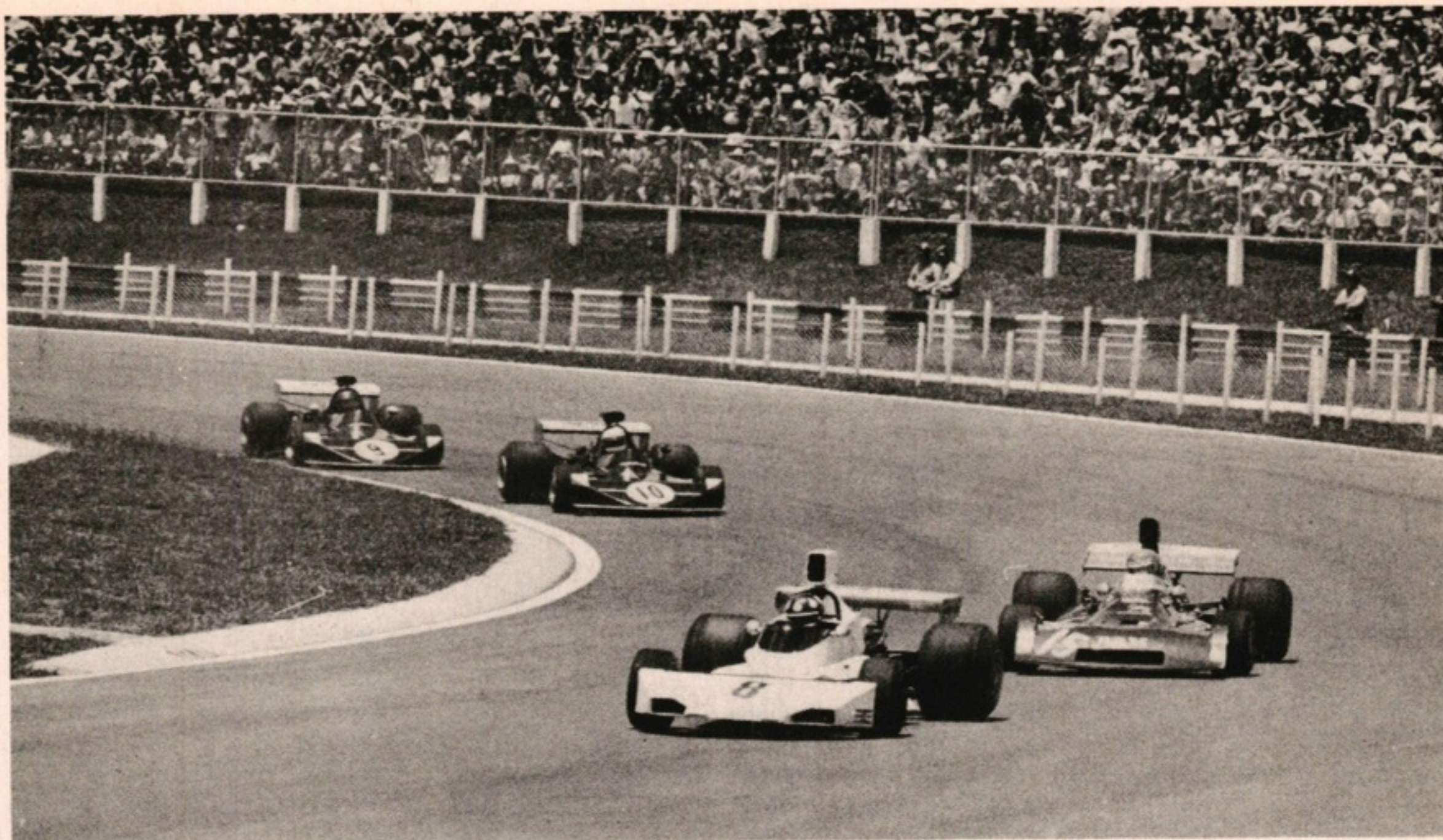
cars left the bend abreast and Merzario had the advantage on the next left-hander. But Scheckter made a couple more attempts in this fairly furious battle until the fifth lap when the Tyrrell shot by leaving the last hairpin right-hander before the pits, this time made easier because Merzario missed a gear.

Immediately the Tyrrell visibly closed the gap on the two leaders with Reutemann resisting all of Fittipaldi's attacks. That is until the seventh lap when the two cars appeared level on the second left-hand sweep on the course, and the McLaren stole the advantage before the imminent left-hand bend. A gap soon opened between the two leaders, leaving Scheckter to attack the Brabham which was beginning to sound "seven-cylinderish," and completing the eighth lap Scheckter pulled out of Reutemann's slipstream to take second place unchallenged. The Brabham lasted three more laps before retiring with a blown engine which gave the

The flag is dropped and Reutemann, Fittipaldi and Pace make the best starts.







Towards the tail of the field, Wilson Fittipaldi's Brabham, Pescarolo's BRM and the Marches of Ganley and Stuck in the opening stages (above). The unlucky Pace had an unhappy race with his Surtees; Wilson Fittipaldi's Brabham follows (below).

marshals a chance to empty their extinguishers over the abandoned car.

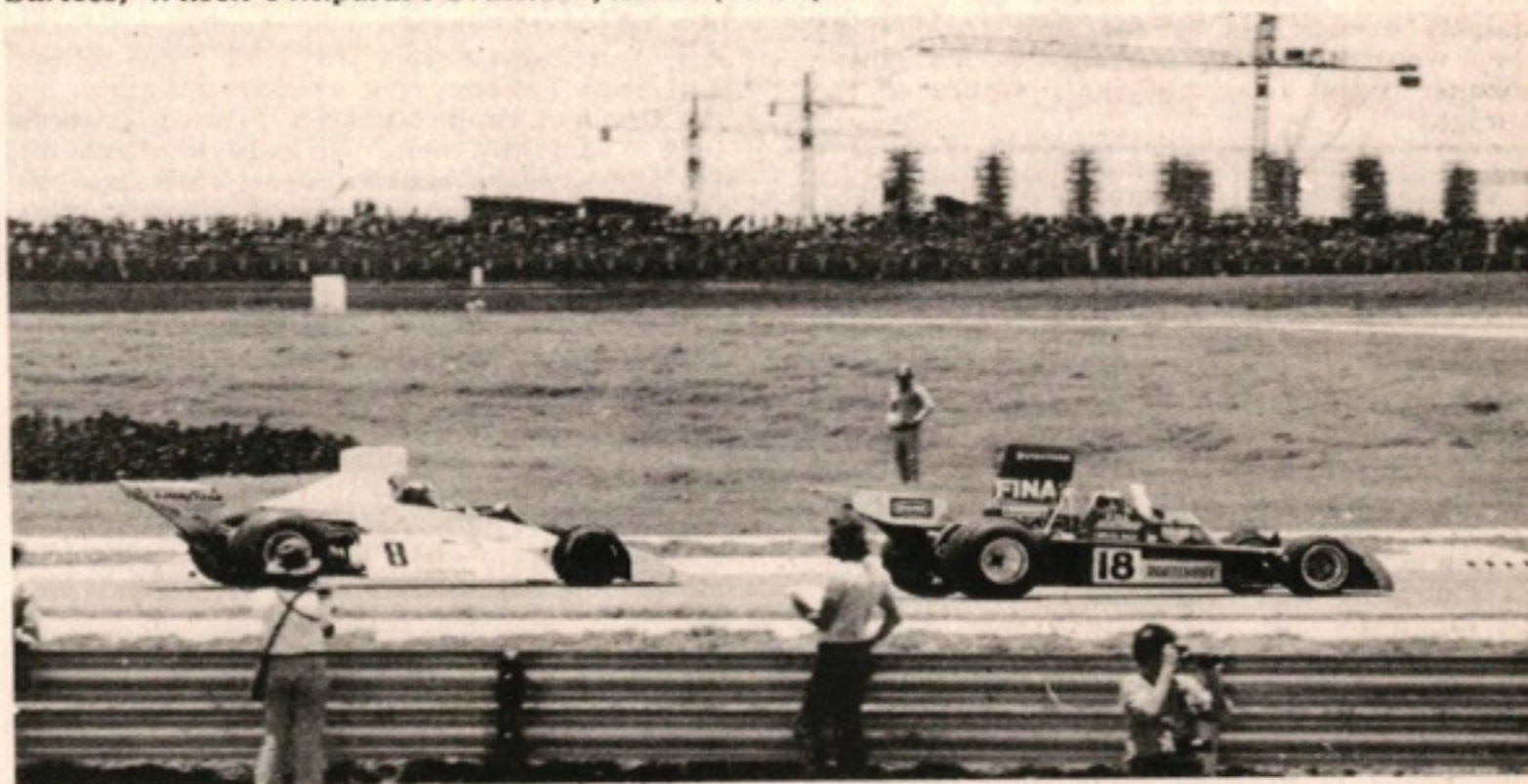
The question was, would Scheckter be able to close the gap on Fittipaldi? To begin with, there wasn't much between them, but as the race wore on the gap steadily lengthened. Emerson's tyre combination proved just right for the surface but the Tyrrell's combination of soft all round wasn't as suitable, with the fronts going off slightly towards the end. However, Scheckter's main problem was with a severe vibration, probably due to an out-of-balance wheel; it was so severe that he could hardly keep a firm hold on to the steering-wheel at times, but although he eased off, he was never in danger of losing his second place. Fittipaldi's tyre advantage meant he was lapping quicker than expected—his fastest lap of 1 m 51.62 s came at half distance—and hence the near disaster on the last lap, when the McLaren cruised to the line, on its last drops of fuel.

Once the Tyrrell had gone leader-chasing, Merzario had a very lonely race. But it was a particularly impressive one, for the Italian was coping with a noticeable understeer problem and never relinquished a chance of regaining some of the lost ground on Scheckter.

Pace's early pace in shadowing Merzario and Scheckter quickly relapsed as he fell back in to the clutches of his team-mate before stopping at the pits on the ninth lap with a misfiring engine; the metering unit adjustment screw came loose and affected the mixture, and once this was cured, Pace continued around four laps down for the rest of the race, although he was in terrible understeer problems in the later stages.

Jochen Mass inherited fourth place and pulled clear of Beltoise whose BRM was steadily caught towards midway by a battle between Wilson F. and Hans Stuck, the latter having picked up places as the race progressed. However, Jochen was handicapped in having no back brakes and the BRM-Brabham-March trio closed to within striking distance; when both Ford-powered cars demoted Beltoise on the 21st lap, Mass' fourth place seemed even less secure.

But Mass quickened his pace a little to keep out of reach and succeeded in finishing fourth although in speeding up, the left front



tyre was down to its canvas in places. A little more disturbing was the discovery after the race that on both TS16s, the upper part of the rear uprights were broken and it was only the halfshafts which had stopped the wheels falling inwards.

The battle for fifth place between Wilson F. and Stuck was the only battle of the latter part of the race, and included some exciting side-by-side and late outbraking manoeuvres. Wilson was having a difficult race though, with fading brakes, a lot of understeer and a fractured clutch line but he stuck to his fifth place until the 32nd lap when he finally succumbed to the March's attacks. However, it was only for three laps as Stuck was then forced to retire in the pits with a broken wing mounting.

The BRMs were once again in tyre/handling troubles. Beltoise stopped for new fronts with 10 laps to go and after stopping a lap later to check that a wheel was tightened, carried on to finish eighth, one position lower than Pescarolo who plodded on without stopping but dropped well out of contention. "It was the most unstable car I have ever driven," the BRM driver said afterwards. And one

Goodyear technician admitted that "We were expecting a lot of trouble in the race, but it all turned out OK." From 10th place on the first lap, Ganley ended up sixth, thanks to other competitors' problems, for he had something amiss in the gear linkage, and it was a broken gear linkage—and not the clutch this time—that stopped Hunt's race after four laps to conclude a disappointing weekend for Hesketh Racing. "But we'll be back in fighting form at the next race," said Lord Alexander as the teams gathered up their belongings to return to Europe after a hard month in South America.

#### Grande Premio Presidente Medici Brasilia, Brazil; February 3 40 laps, 137 miles

1. Emerson Fittipaldi (Marlboro Texaco McLaren-Ford M23), 1 h 15 m 22.75 s, 108.27 mph;
  2. Jody Scheckter (Tyrrell-Ford), 1 h 15 m 35.15 s;
  3. Arturo Merzario (Iso Marlboro-Ford), 1 h 15 m 49.85 s;
  4. Jochen Mass (Surtees-Ford TS16), 1 h 17 m 01.59 s;
  5. Wilson Fittipaldi (Brabham-Ford BT44), 39 laps;
  6. Howden Ganley (March-Ford 741), 39 laps;
  7. Henri Pescarolo (BRM P160E), 39 laps; 8. Jean-Pierre Beltoise (BRM P160E), 38 laps; 9. Carlos Pace (Surtees-Ford TS16), 35 laps.
- Fastest lap: Fittipaldi, 1 m 51.62 s, 109.30 mph (on lap 20).
- Retirements: Hans Stuck (March-Ford 741), 34 laps, broken wing mounting; Carlos Reutemann (Brabham-Ford BT44), 11 laps, engine; James Hunt (March-Ford 731), 4 laps, gear linkage.





The victorious Finnish Saab of Tapio Rainio/Erkki Nyman.

## MARLBORO ARCTIC RALLY

# Rainio's rally for Saab

By JOHN DAVENPORT Pictures by HUGH BISHOP

As the result of a consistent drive during which he scarcely put a foot — or a wheel — wrong, Tapio Rainio won the Marlboro Arctic Rally last weekend for Finnish Saab by finishing just over a minute ahead of his Swedish team-mate, Stig Blomqvist. The rally was full of surprises and changes of luck and Rainio won largely because he drove a steady rally never trying to do the fastest times but doing so when the conditions favoured him and his car. By contrast, Blomqvist could be said to have driven best of all but he went off the road once, got penalised for speeding and lost time with ignition problems.

The entire rally was a battle between the very strong Ford and Saab teams with the Swedish Opel Asconas and BMWs in the wings in case the leaders should fail. Hannu Mikkola led the rally most of the way for Ford after both the Saabs of Blomqvist and Per Eklund had visited the snow banks, but a curiously elusive ignition fault in the last few hours of the rally put him out and left the lead to the equally consistent Rainio. Behind him, the two other works Fords of Timo Makinen and Markku Alén struggled to get on terms with Rainio but found that it was almost impossible under the soft snow conditions that prevailed. Behind them, Blomqvist was making a fantastic attempt to catch up and he just managed to pip both of them to finish 5 s ahead of Makinen and 16 s ahead of Alén.

Fastest of the Opels was Anders Kullang but he too had his long visit to the snow banks and it was Bror Danielsson who has just moved to Opel Sweden from the BMW Dealer Team who finished best in seventh place behind the Saabs of Simo Lampinen and Per Eklund. Most amazing performance of the rally was that by Pentti Airikkala who drove his Group 1 Opel Ascona into eighth place winning the Group 1 category by over 25 m from Pertti Karha's Datsun 1600 SSS. The two Swedish BMWs of Ingvar Carlsson and Arne Allansson went extremely well and were frequently among the fastest cars on the stages but they too had digging sessions in the snow and both got penalised for speeding so that they finished in 14th and 11th places overall.

One of the most contentious problems that the rally organisers had to face was the new rule governing the use of studded tyres passed on to them by the AKK, the governing body of Finnish motor sport. This gave no restriction on the overall length of the stud but merely said that it should not protrude more than three millimetres from the tyre. This was easy to check before the tyre had been used but if in use the stud came farther out, what was the driver to do? There were a lot of checks and in places tyres were taken away as evidence but finally the stewards of the rally had to cancel the rule as at one check, all the cars still in the rally failed to pass scrutiny on their tyres.

Then there was a problem with the speeding laws which were controlled by the police. There is a 80 kph (50 mph) speed limit on all public roads in Finland at the moment but there was a sort of gentleman's agreement that for the rally cars, no checks would

be made on the open road but only in posted limits within villages and towns. This worked well until the last afternoon when the police set up a cunning trap out in the open country and no fewer than 34 cars were caught. Most important result of this was that 18 cars were excluded for having exceeded the limit by more than ten kilometres an hour while the rest were just penalised. The proportion of finishers in the rally could have been much higher had it not been for this incident. Most of them felt rather bitter about it as the average speed for the section was just over 60 kph and there was at least one protest which held up the results for a while, but fortunately for Marlboro the gentleman in question was talked out of appealing to the higher authorities and the prizegiving did take place.

This business about the studs and the speeding were just unhappy facets of a rally which ran very smoothly despite far from ideal weather conditions and the stop-go politics that had preceded it. In many ways, it was a miracle that it had been run at all and the rally drivers were very grateful for a chance to do some of their sport rather than sit around criticising.

## ENTRY

The rally had received over 120 entries, of which most turned up, so that there were finally 110 starters. The most powerful entry in terms of talent and numbers came from Saab who had both their Swedish and Finnish teams well represented. The two yellow cars from Trollhattan were little different from those that we saw on the RAC Rally but the driver pairings were new in that Stig Blom-

qvist appeared with his new co-driver, Hans-Erik Sylvan while Per Eklund was with that refugee from the Opel team, Bjorn Cederberg. Simo Lampinen was driving his RAC car which was still on Swedish numbers but painted in Finnish blue and white but he too had a new co-driver in the person of Juhani Markkanen from his home town of Porvoo. The other works Saab from Scan-Auto (Saab Finland) was 100 per cent Finnish having been built in their factory at Uusikau-punki and prepared in their workshops in Helsinki. In fact the car, driven by Tapio Rainio and Erkki Nyman, was far from new and had done the 1000 Lakes Rally back in August as well as several other Finnish championship rallies. One of Scan-Auto's old cars had been sold to Heikki Vilkmann and he was one of the six private drivers that were seeded at the head of the field to act as road openers for the hard men directly behind them. More of him later.

Ford had decided to make theirs a three-car team for this rally by adding Markku Alén/Iikka Kivimäki to the two regular Finns, Timo Makinen and Hannu Mikkola. With an ever-diminishing horizon of rallies, this looked like a good one to fill the opening months of the year though none of their drivers felt much confidence of being able to do a good result as the limitation in number and length of studs could only count against their powerful, rear wheel drive Escorts. Makinen was with Erkki Salonen in his Finnish car from last year with which he had won the 1000 Lakes and the Finnish championship while Mikkola was with John Davenport in a resprayed ex-Makinen RAC Rally winner. Both these drivers are sponsored by the Finnish cigarette firm, Colt, while the rally and their team-mate, Alén were sponsored by Colt's rival, Marlboro. It made for a real sticker war on the service cars and there was even a bit of in-fighting over whose jacket team manager Tony Mason should wear. Alén's car was the ex-Mikkola Scottish Rally car which had been put back to Group 2 by Vic Preston Junior and driven by him on several rallies. Mikkola's car was the only one to use the 50 mm Weber carburettors, for the other two engines were on 45 DCOEs.

This was not the full extent of Ford works cars on this rally, however, for two of their ex-Boreham cars were present. One was the ex-Mikkola RAC Rally 1973 car which was now on loan to Kleber-Wheelbase Scholarship winner Jimmy Rae along with his co-driver, Jim Porter. Then there was the ex-Mikkola RAC Rally 1972 Escort, now the possession of Irishman Billy Coleman, who had teamed up with Matti Olkku from Helsinki for this rally. The Mexico Championship winners, Nigel Rockey and Paul White had also made the trip out from England to get experience on the ice and snow with their RS1600 while in a similar car were Neil Hudson/Dave Orrick. The only other Englishman on the scene was Tony McMahon who had teamed up with Curt Neskylä on the RAC Rally and now joined him in the Blue Rose Racing Team's BMW 2002 TiI previously driven by Timo Sohlberg.

For the first time ever, the Opel factory in Germany had made two entries in the official name of Adam Opel AG and these were Group 2 Asconas for Walter Rohrl/Jochen Berger and Rauno Aaltonen/Aarno Erola. As on the RAC Rally, Aaltonen was not too happy about his car and complained of a very stiff throttle pedal while as he was trying out the car, he had a propshaft break. Helmuth Bein, the Opel team manager, was looking worried, as he had only got two full-time mechanics in his department for preparing these cars and even the engines had to come out of the factory now and not from tuning firms like Irmischer or Steinmetz. The Opel Sweden team under Ragnar Eklund looked more confident as most of the special parts in their engines they make themselves in Sweden. Their Asconas now give well over 185 bhp on carburettors from the cross-flow engine and with Anders Kullang/Claes-Goran Andersson and Bror Danielsson/Bo Sundberg to drive them, they were certain to be going quickly. Opel had a slight problem in that the German cars were committed to using



Pirelli and because the Finnish regulations forbade the use of studs retained by a canvas layer, they were having to use a much shorter stud in their MS35 Specials which are designed to take a stud which passes through one of its two canvas layers.

Danielsson until recently used to drive for the BMW Dealer team in Sweden. They had entered two cars for their other drivers, Ingvar Carlsson/Roland Jonsson and Arne Allansson/Tom Evaldsson and instead of being the usual Group 1 2002 Tis these were Group 2 2002 Tis though they didn't have any of the umbrella wings of their Munich cousins nor did they sound very potent. However, they surprised many people and on several occasions set best times even in quite difficult snow conditions.

The Finnish Volvo team having now lost both Mikkola and Alén had three cars in the rally, all Group 2 142 Ss. Jari Vilkas had been tempted away from Scan-Auto and with Juhani Soini he drove the Marlboro car that Alén used to have while Eeva Heinonen/Seja Saaristo had their usual car in the same livery. The addition to the team, run by Kari Gronberg, was Erkki Pitkanen/Juhani Paalamaa who drove the Castrol-sponsored car that Mikkola used to use.

Datsun were originally planning to have two cars in the rally under the guidance of Mike Greasley but only one of them, a 240Z for Harry Kallstrom/Claes Billstam came to the start after Shekhar Mehta abandoned the Sunny project. There were several quite rapid local Datsuns entered including the Form Racing Team Group 1 1600 SSS for Pentti Karha/Juhani Toivonen and a private Group 2 Cherry driven by Sakari Aaltonen/Kai Hakkinen. Polski Fiat had sent over three of their cars for Polish drivers headed by Robert Mucha/Ryszard Zyszkowski while Pauli Toivonen who runs the importership of these cars, was driving a locally prepared one.

There were many Finnish Opels entered but though still supported by Mobil, they were now private entries for Hannu Palin/Mauri Steiner, Ulf Gronholm/Bo Langstrom and Heikki Majander/Ensio Mikander, while the two cars driven by Pentti Airikkala/Heikki Haaksiala and Timo Jouhki/Juha Piikonen were entered by Auto-Airikkala which is Pentti's own secondhand car firm. Lars Carlsson, the Swede who went to work for Irmscher in Germany to learn all about Opels and has now bought an ex-Swedish Opel rally car, was there with his Ascona 1.9 co-driven by Peter Petersen and entered by the MSC Stuttgart. This club also had an entry by Mr and Mrs Winifried Herrmann (no relation to that other Herrmann!) in an Opel Commodore.

From Norway came Erik Aaby/Egil Moreite in their Opel Ascona that did so well on the RAC Rally as well as John Haugland/Arild Antonsen in their very quick Skoda 120 S. What with Finns, Swedes, Poles, Germans, Norwegians, Englishmen, Scots and a lone Irishman, the rally had a truly international flavour.

## THE EVENT

The rally started and finished in the Finnish capital of Lapland, Rovaniemi. This is situated just a few kilometres south of the Arctic Circle and for the first time, all but one of the stages lay in the true Arctic region. There were 28 stages planned, most of which were run twice, which is to say that basically there were 14 stages. Most of these were pretty long by continental standards and varied between 40 and 60 kilometres. Only the first and last stage used exclusively a frozen river though many of the others crossed rivers, where in summer there would be a ferry or used a little bit of a river to link up two otherwise unconnected roads. Three of the longest stages had no exit which meant that the cars had to wait up to five hours at the end of each for all the rally to come through before turning round and going back down the stage again.

The weather did not co-operate in trying to produce a perfect rally for it was rather warm and instead of the usual clear skies and low temperatures, it was mainly overcast and during the first part of the rally,



Fourth-place crew of Markku Alén/Ilkka Kivimäki Escort RS.

there was quite a heavy snowfall. This in turn led to problems with the stages. None were impassable but fresh snow conditions are not the best to drive in especially when there is a regulation forbidding the studs to protrude more than three millimetres and to limit them to 150 studs per tyre. This meant that it was a positive advantage to have a later number and this certainly helped Rainio (number 31) to produce his consistent results while Makinen (number 10) and Blomqvist (number 11) had to deal with what was there. It would certainly have helped if the roads had been ploughed out again just before the rally came but this was costly and often impossible to arrange in such sparsely habited regions. Anyway, where a stage was used twice, the grip for the early runner was usually much better the second time over which helps to explain some of the apparent discrepancies in the times over the same stage.

Because it had been shortened a trifle, the rally started on the Thursday evening and immediately the cars were put into the first frozen river stage practically in the middle of the town. For an artificial stage, this was quite nicely conceived with not too many sharp corners but it was a Saab benefit with the four works cars taking the four fastest

times. Erkki Enomaa/Matti Honkavaara in the other Blue Rose Racing Team BMW came unstuck and lost almost quarter of an hour getting going again, but generally incidents were few. The next stage was mostly on the ice of a lake and then had a final dash through the forest. Makinen slipped past to change to new tyres and managed fourth fastest behind the trio of Saabs. The Hudson/Orrick Escort was overheating where they had blanked off too much of the radiator and it blew a hose which had to be changed. It shows that you can overestimate the coldness of the Arctic weather!

Stage three was the first proper forest stage and here Ingvar Carlsson swept through to record fastest time in his BMW. It was evidently a stage more suited to the rear-drive cars than the first two for Mikkola was third fastest and was to do fastest time on the fourth stage, while Kullang, Palin and Gronholm were showing that the Asconas could find grip as well. Gronholm was not to last long for he blew a head gasket at the beginning of stage four and retired after the next time control. Walter Rohrl's rally ended when his Ascona broke a valve on the fourth stage and he stopped the car rather than blow up the engine. When he got it towed out, the mechanics were able to see that the cause

One of the many quick Volvo 142s. Erkki Pitkanen/Juhani Paalamaa.





had been metal failure rather than too many revolutions. The same stage was the end of the trip for Harry Kallstrom and Claes Billstam who wrapped their Datsun 240Z so nicely up in a snow blanket that they could not get it out until after the whole rally had passed by which time they were over maximum time.

Anders Gullberg and Fergus Sager found a clinging snow bank here as well and lost almost half an hour getting their Datsun 1800 out from its clutches. This was with the help of the German husband and wife team of Herrmanns who pulled so hard with their Opel that they burnt out its clutch and had to retire. Pauli Toivonen was starting to have transmission problems with his Polski Fiat and the next stage saw the axle break and he was out.

Blomqvist was an easy leader at this point of the rally and could afford to let Makinen beat him by six seconds on stage five for the unploughed conditions of the stages with the fresh snow settling and blowing in the tracks was ideal for the front-wheel drive Saab. However, the Escorts were very happy with their tyres which were giving them more grip than they had hoped for and they were at least able to keep on terms with the Saabs. Then came stage six which had been nicknamed "Hannu Mikkola" by the organisers as twice in previous years he had blocked this road with his Volvo, once when the engine broke and once when he rolled and got stuck between the narrow snow banks. Heikki Vilkinen got into trouble with his Saab on this one and had to stop and when the Escort GT of Erkki Kononen tried to pass him, it got stuck in the opposite bank. Soon on the scene were Timo Makinen, Stig Blomqvist and Markku Alén who lost five minutes, three minutes and a minute respectively before they could get past. Hannu Mikkola was next along and even he had a struggle to get past the inert Saab and lost a minute pushing. Fastest man was Per Eklund who now went into the lead pursued by Kullang, Mikkola, Lampinen and Rainio. The rally had lost Leo Kinnunen/Atso Aho in the Leo Kinnunen Racing VW 1302S when the engine refused to respond in the proper manner and the handling was less than perfect.

British Escorts had a stirring time on this test for Jimmy Rae stopped to push Nigel Rockey out and then just a few miles farther on came across the same car facing back towards him after it had spun. The loss of time on the stage also caused Rockey and Rae to be penalised on the road at the next time control in Sodankyla. In fact, many people lost time here and there was talk of scrubbing it. Amongst those losing time was the private Saab from Sweden of Erkki Temmes/Raymond Erikson who had suffered a monumental excursion on stage five and lost 46 minutes at the control. This actually cost them 460 seconds as the marking was at ten seconds per minute late but all the same it was a heavy penalty. Heikki Majander had done his fair share of pushing on stage six and that cost him road time as well—but only a minute.

Stage seven was a rather nice main road where Alén managed to beat the flying Saabs but then by contrast, stage eight was a terrible narrow piece of heavily snowed-in forest track where the early cars were really trail breakers. Blomqvist romped home 20 s faster than Eklund but Kullang managed a terrific time to beat Rainio and Makinen. After the time control in Sodankyla, there was a long run up north almost to Ivalo where on the main road coming in from the Russian border, there was a very fast stage. The snowfall had become quite intense and the early cars had to drive in almost a snowstorm with much reduced visibility and Rainio showed his worth by beating everyone. However, Eklund was only a second behind and still had a comfortable lead.

The next two stages, 10 and 11, were unploughed and Stig Blomqvist and Ingvar Carlsson shared the honours on them, showing how two such different cars as the Saab and the BMW can tackle bad conditions equally well. The Escorts were embarrassed

by their power on these narrow roads and looked forward to the longer wider stages that were to come. Rockey bade farewell to the rally on stage 11 when he rolled over a bank and landed in a ditch from where he needed seven hours and a breakdown truck to salvage him. Jimmy Rae had an excursion on the same stage but got it back and going again while Majander lost time digging on the previous stage. Several cars lost time into the subsequent control at Inari, probably due to having their tyres scrutineered after the end of stage 11. Blomqvist lost 2 m and Kullang four, but these were later scrubbed without explanation.

The rally was now coming out of the long polar night into the short burst of daylight that only lasts five hours at that latitude. It was also approaching the long stage down to Angeli from Karigasniemi on the Norwegian border. This stage actually runs right alongside the border which at that point is the Inari river and finishes at Angeli from which there is no more road. Here the rally was due to wait five hours with the drivers sleeping in army tents for the whole thing to arrive so that it could set back down the same stage again back to Karigasniemi. The rally leader was now Blomqvist but on this stage he first caught and passed Rauno Aaltonen and then had his transistor ignition fail. He stopped to change it over for the spare one and Aaltonen went past again and the whole inci-

were still in the rally and running late, that the road closing order would have run out by the time the last car started.

So it was a case of return to the next stage which was a similar affair up to Sevetti where there was scheduled to be another five-hour halt. It was night again now and this stage was fresh with snow that had fallen the previous morning. Mikkola, Makinen and Alén were among the first to start and floundered through some 2 m. slower than Rainio and Eklund. Blomqvist made one of his rare mistakes and plunged off at the end of a long straight terminating in a brow and sharp left-hand bend where Kullang was already stuck in the bank. With Kullang's help, Blomqvist lost only 9 m but the Opel was there 20 m and lost time at the time control as well. Onni Vilkas/Pentti Tiukkanen went off permanently there with their BMW 2002 while the fast Saab of Temmes stopped with a blown engine as did Risto Kivimaki with his Escort RS.

The local school was the resting place for the drivers on this occasion and when they came out to re-start the rally at midnight, they were greeted by a fantastic display of Northern Lights (Aurora Borealis). Mikkola was now determined to pull back something of the loss to Rainio who was his nearest rival and made fastest time on the return run, beating Blomqvist by 19 s and Rainio by 43 s. He was out of luck on the next two



Repairing Palin's car after Eklund rolled over it.

dent cost him over 2 m. At the same time, Eklund, who had thus grabbed back the lead again, went off the road and got his sump guard stuck on a stone in the snow bank. He lost 23 m on the stage and a further 100 pts at the time control. Kullang also dropped a couple of minutes when he spun and had to reverse the Opel up until he could turn it round. Thus the new rally leader was Hannu Mikkola who took fastest time on the stage from Ingvar Carlsson who was going desperately fast now to make up for his earlier lost time.

During the halt there was a sort of inspection of tyres and several cars had samples removed to be taken back to Rovaniemi for checking. Makinen, who was feeling far from happy having just broken a rear shock absorber, was asked to supply a tyre and told the official that if he wanted the tyre he could take it, but that Mr Makinen wasn't taking it off for him. No one would lend the organisers a jack until they found a private Saab and used the jack from that to take the wheel off. Feelings were quite bad as there had been a check when the cars came off the stage by a scrutineer and it was only some stirring up that had been done while the drivers slept that led to this taking of wheels and tyres. In any case, the return over the stage had to be cancelled as so many cars

stages, however, for they suited the Saab again and it was Eklund and Blomqvist that made the running. On the second Sevetti stage, Rauno Aaltonen stopped with a blown engine that had started with a broken valve but had finally blown completely when he tried to drive out of the stage on the engine rather than sit in there and freeze, for the skies were clear now and the temperature was dropping. He got a message to his service crew in an unusual way by going to the nearest corner where he thought that someone might go off and when they did, presented them with the message while helping to push them back on! One such was Eeva Heinonen who put her Volvo off just beyond where his car was parked.

On the very fast but narrow stage 18, Rainio pulled another 18 s back on Mikkola and then another 30 s on the long Raatama stage the second half of which was very narrow and full of loose snow which was completely different from the first part which was wide and well ploughed. On the narrow part, Jimmy Rae put the Giebler-Wheelbase car off in a sharp right-hand bend in the middle of a road diversion. Unfortunately, the starter jammed and he and Jim Porter had to dig the car out, slacken off the starter to get it working and start the engine before being able to back up the steep slope. This



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Unluckiest crew: Hannu Mikkola and John Davenport led until hours of the finish before an obscure electrical fault caused their retirement.

cost them an hour on the stage and a further 45 m late at the time control following. Most strange here was the accident where Per Eklund hit Hannu Palin's car on the stop line after the finish of the stage. There wasn't much damage to either car but putting it right cost the Opel driver 7 m on the road section.

There was the five-hour halt at the Pallas-tunturi that followed this stage before the rally turned round to tackle it again in the opposite direction. Again it gave the scrutineer time to look at the tyres on the cars and he decided that two cars had studs that were too long and should have to change them before leaving. However, more stirring took place and more tyres were removed which began to get everyone upset as it was clear that such a stupid rule was bound to lead to such problems and was best tackled with some sense. The poor scrutineer didn't really know what to do as he was being ordered around by a senior official acting out of his capacity.

Going back over the stage, Blomqvist was faster than Mäkinen and Mikkola but the latter was 43 s faster than Rainio and thus maintained his lead of over 1½ m. But it was on the road section that followed that a strange cutting out of the engine started that was to finally retire him. The engine would cut and then re-start after it had been standing some minutes. The mechanics changed the fuel pumps, put more alcohol in the petrol in case the carburettors were icing, drained petrol from the bottom of the tank in case there was water in it and even changed the ignition system but to no effect. The car still stopped regularly. Mikkola continued in a desperate attempt to reach the Sodankylä control on time but was stopped six times in stage 21 and was out of time before he reached the control.

It was on the road section before stage 21 that the police had decided to set up a radar trap and here they caught such drivers as Blomqvist, Kullang, Lampinen, Danielsson,

Dag Pettersson, Ingvar Carlsson, Arne Allansson, Pertti Karha and Pentti Airikkala. These all received penalty points but a further 18 drivers were excluded and these included the Poles, Stawowiak/Czyzyk, Hannu Palin, Stig Abrahamson, Lars Carlsson, Markku Saaristo (Skoda), Billy Coleman, Anders Gullberg, Horst Rausch (BMW 1600) and Johan Wiglund (BMW 2002). For Coleman, this meant the end of a fine run which would have brought him a place round about 15th overall for all these cars finished the rally and were then excluded. Lars Carlsson was so irate about the tyre regulations and the fact that the road averages were so high that he made a protest but this was over-ruled by the stewards and though he considered putting in an appeal, he was persuaded to drop the matter though he was far from happy about it.

This left some pretty big holes in the entry list but the interest now centred on whether Rainio could hold off the hungry wolves behind him. Blomqvist was coming up the field like a rocket and set five fastest times in the last seven stages while Mäkinen, too, was going very strongly. Determined not to get blocked on the return run over "Hannu Mikkola" stage, Mäkinen arrived early to find that it was not ploughed as he had been led to expect but was as snowed in as before. It was here that Blomqvist beat him by 1 m 11 s. Rainio had already lost a bit of time when he came upon Hannu Mikkola stuck in stage 21 and had even left the road on his own account just before reaching the stricken Escort, but he was in a fairly safe position provided that he did not leave the road or have a mechanical breakdown. He set himself a pace just behind the two Swedish Saabs and the two remaining Escorts and coasted in to win by a comfortable margin of over a minute. But it was Blomqvist who had made the remarkable recovery. Just one stage left when the river stage was cancelled because of too much water on it and Mäkinen and Alén still led him by a few seconds.

Mäkinen tried to the limit of his capacity but a wrong turning into someone's gateway on the stage cost him valuable seconds and Blomqvist beat him by 7 s to win second place by 5 s.

The rally came back into Rovaniemi at midnight on the Saturday with the crowd cheering despite being deprived of seeing the stars at work on the river stage. Greeting the drivers was the announcement by the stewards that they had decided to take no notice of the studding regulations but that the speeding penalties remained. For Rainio, this had been a very important win for since winning the Finnish championship for Opel in 1972 and joining Saab in 1973, big success has eluded him. Now he has shown himself to be the master of front wheel drive and a driver to be reckoned with.

The Marlboro Arctic Rally was a stirring opener to the 1974 season and showed that rallying at its best is highly competitive and very exciting.

#### MARLBORO ARCTIC RALLY, 1974 RESULTS

**General Classification**  
1. T. Rainio/E. Nyman (Saab V4), 27128 s;  
2. S. Blomqvist/H. Sylvan (Saab V4), 27193 s;  
3. T. Mäkinen/E. Salonen (Ford Escort RS), 27198 s;  
4. M. Alén/I. Kivimäki (Ford Escort RS), 27209 s;  
5. S. Lampinen/J. Markkanen (Saab V4), 27737 s;  
6. P. Eklund/B. Cederberg (Saab V4), 28035 s;  
7. B. Danielsson/B. Sundberg (Opel Ascona 1.9), 28281 s;  
8. P. Airikkala/H. Haaksiala (Opel Ascona 1.9), 28326 s;  
9. K. Malmgren/G. Jonsson (Saab V4), 28535 s; 10. D. Petersson/R. Bergsten (Saab V4), 28617 s; 11. A. Allansson/T. Evaldsson (BMW 2002 Ti), 28675 s; 12. E. Pitkanen/J. Paalamäe (Volvo 142 S), 28761 s; 13. A. Kullang/C. Andersson (Opel Ascona 1.9), 29171 s; 14. I. Carlsson/R. Jonsson (BMW 2002 Ti), 29455 s; 15. H. Majander/E. Mikander (Opel Ascona 1.9), 29499 s; 16. P. Karha/J. Toivonen (Datsun 1600 SSS), 29698 s.  
110 starters—44 finishers.

**Class winners**  
Group 1. Class 2: K. Moller/P. Kyrchanka (Simca 1100); Class 3: T. Salonen/S. Harjanne (Mazda 1300); Class 4: Pertti Karha/J. Toivonen (Datsun 1600 SSS); Class 5: P. Airikkala/H. Haaksiala (Opel Ascona 1.9).  
Group 2. Class 7: O. Saarinen/J. Eskelinen (Sunbeam 900); Class 8: P. Merilainen/S. Komulainen (Toyota Corolla); Class 9: R. Mucha/R. Zyskowski (Polski Fiat); Class 10: T. Rainio/E. Nyman (Saab V4).  
**Ladies Award:** Eeva Heinonen/Selja Saaristo (Volvo 142 S).  
**Team award:** Team Saab (Rainio, Blomqvist and Lampinen).

Special stage times appear on  
page 39



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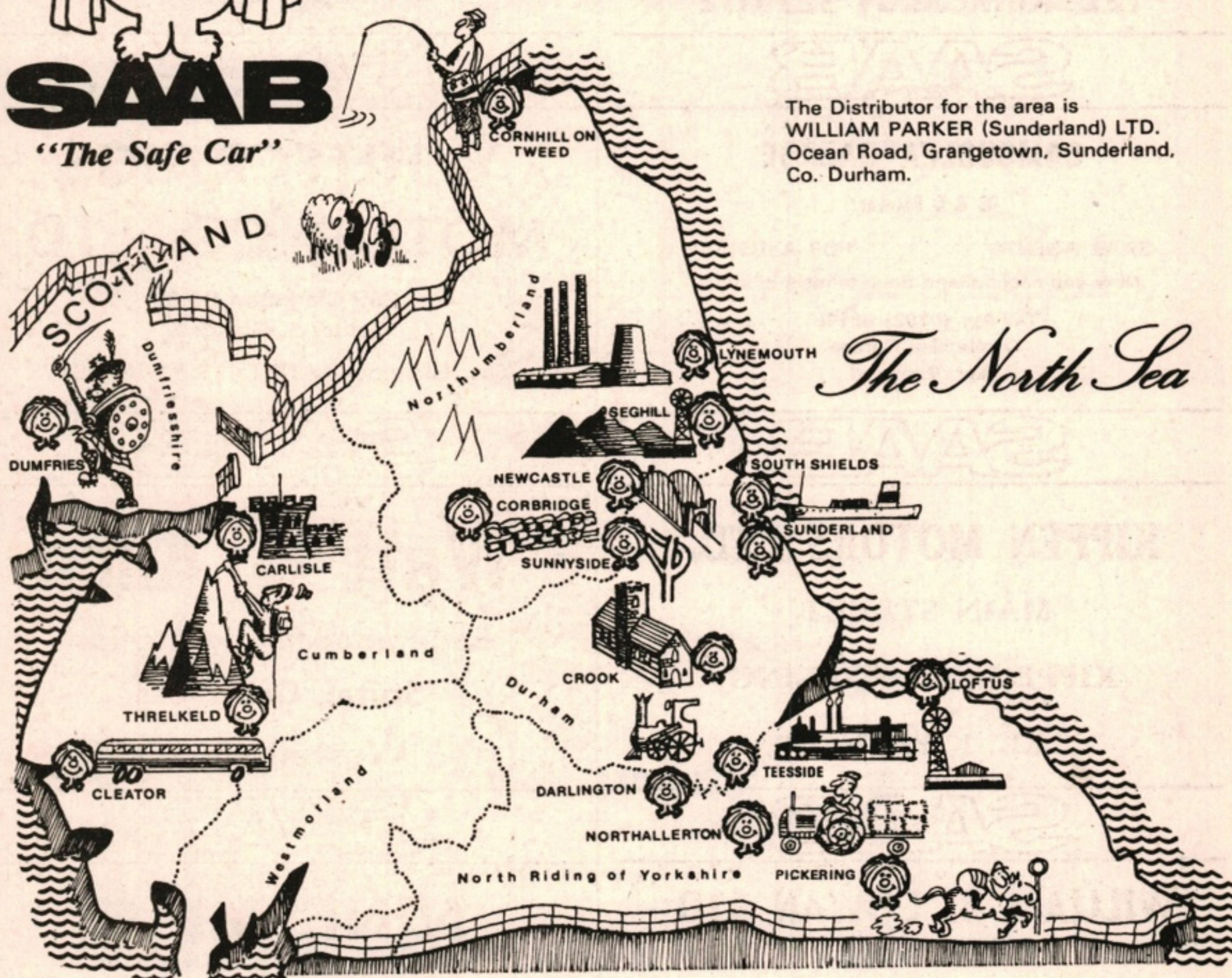


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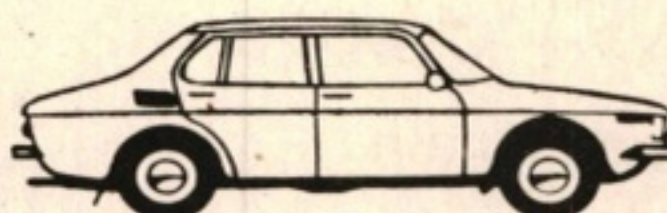
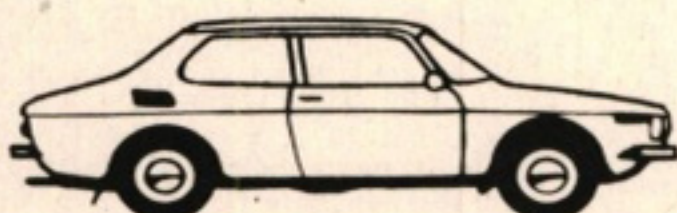
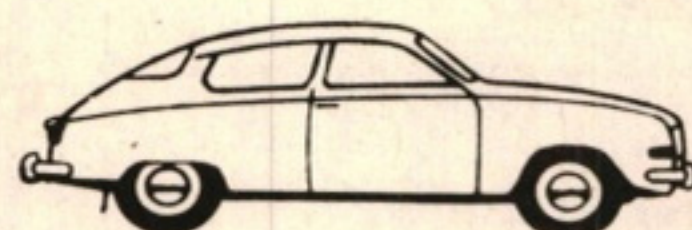
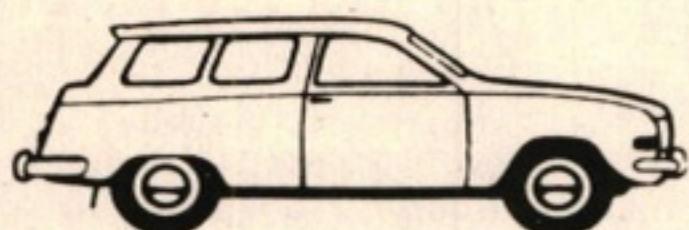
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# Purely personal



"... on the rare occasions when I am at home on a Sunday morning the shrill squeals of female supporters and guttural barks of the players provide a cacophony at least as offensive as any from our circuits."

**ANTHONY MARSH**

## Waiting for sport to happen again

The threat of losing something certainly brings home its real worth, while years of comparative certainty lead to taking things for granted.

Not since the days immediately after the war has the prospect of the new season seemed so exciting. When it seemed a few weeks ago that we might miss some, or even most of it, I certainly began to appreciate how much racing meant—it was rather like the early days of the Brands Boxing Day meeting, when it seemed a glorious oasis in what was then a four-month desert.

With my 20th anniversary of commentating coming up in May, it is all too easy to become blasé and forget the passionate enthusiasm that brought me into it, and is still there as soon as anyone threatens to take it away!

This feeling arises in relation to Grand Prix racing in particular. Last year, although we had some magnificent races, the whole thing became so riddled with politics and strife that there were times when I, and plenty of other people I know, began to wonder whether it was really what we had joined for after all—sandwiched between "the Mafia and the Unions" (and nothing will persuade me to reveal to which organisations I would give which label!) it suddenly felt much more like the Cod War than motor-racing.

Then, all at once it might not be going to happen! Now, I've read the reports from South America with a hunger that takes me back years—and I just cannot wait to get at it again, late flights, bad hotels, belly-ache and all!

I'll grab any microphone with an eager grasp when it all starts in Europe—from my superbly sited, equipped and information-served box at Brands, to badly sited cabins with no view at all, old buses and no lap scorers, and local commentators ranging from those who know and care nothing about Grands Prix, and are damned if they'll have any visiting fireman spouting facts in a foreign language, to some magnificent friends and colleagues, with whom it is an exciting

privilege to work—and again no hint as to which countries are which, as I want to go back to all of them again!

These multi-lingual commentaries, apart from a certain amount of tension sometimes, also produce a laugh now and then. At Nivelles in 1972, we had four commentators: French, Flemish, German and English. During a long interval before the Grand Prix itself, Marlboro did their big advertising parade round the circuit, including the famous Stage Coach with its team of horses.

All this was accompanied by a tape over the loudspeakers, so, with nothing to do in the commentary box, I went down to the pits for a final 'nose around.'

It was very hot and most people were hiding from the sun in the magnificent pits at this fine new track. I found Dennis Hulme sitting against the wall eyeing the performance with distaste—"How are we going to race on a track that is covered in horse droppings?"—at least that is very nearly what he said!

I thought this was too good to miss, and the Marlboro tape had finished. So I went back to the box and said quietly into my mike "The drivers are refusing to start unless there is a new signal flag for horse manure on the track." In my insular way this was meant as an in-joke for the British—after all these years I still forget that everyone hears me and most people understand! My old friend Charlie Laurens promptly repeated it in French, followed by the young chap who was doing the German. The Flemish speaker, who was a stand-in and a bit mystified by the whole thing anyway, made the same announcement with complete solemnity in his language. By now all the senior officials on the startline were falling about—and just at this moment one of the horses really did express its opinion heavily right in the middle of what was soon to be the dummy grid! The army of marshals who rushed on with brooms got a tremendous cheer.

## Hesketh hope

One of the things that has given me more pleasure lately than anything for a long time, has been the success of the Hesketh team. When it all started it looked like a bit of an obsolete joke—his Lordship himself does not seem, on first sight, the archetype of the modern Grand Prix Patron and James Hunt had had something of a mixed career, to say the least. And then there was "Bubbles who? Harvey Postle-what? Ball of String? and what do they call the other mechanic?" And that vast boat in the Monaco Harbour, obviously to be the scene of one elongated binge... and then they ran sixth until very nearly the end... and then they were sixth... then a fourth... a third... and a second! Suddenly it was not funny any more at all! And I'll tell you something I discovered: any time before the race you won't find much sign of the actual team around the best catered tent in the paddock... just in case there is anyone left who is still not sure, these people are very serious indeed and they intend success—yet they can still enjoy it all so obviously, which is a breath of fresh air in itself. As a bit of a nationalist, I would like nothing better than to see them in front—J.H. is about our only current hope of an English World Champion in the next few years (and is now clearly going to be very, very good), so they had better get it right! Of course it is quite a different thing to design their own car, even without the 12-cylinder engine—but I can see no reason whatsoever why they should not pull it off sooner or later—and what a joy when they do!

## No young ones

The whole business of motor-race commentating is a funny business, anyway. The more I do of it, at home and abroad, on public address or television, the less sure I am of the right way to approach it. Do spectators want a continuous commentary throughout racing and intervals? Or do they, like TV viewers, want only the minimum of information and high-lighting to enable them to follow the action, which should be left largely to speak for itself?

Should intervals between racing be longer, to allow more 'interval features,' whether racing-orientated or something quite different, like the very successful pop appearances at the special Brands meetings?

Two things I am sure of: regular and knowledgeable spectators must probably be asked to accept more commentary than they really need for the sake of encouraging newcomers, whose enjoyment and return visits are of vital importance to us all.

Secondly, in this country at least, there is no great queue of people falling over themselves to have a go, and meanwhile some of our best commentators are gradually cutting down or giving up altogether, for family or business reasons—and who can blame them? It is not easy, it's hard work, nobody gets much out of it and unless it is an integral part of one's working life (and I am fortunate enough to be in that position), tremendous fun though it is, the same people cannot be expected to go on for ever. But where are the next ones?

## Sponsored blues

Another reflection on racing at home: I know it will seem very 'sqaure,' but I suppose I am—I also realise it is probably unavoidable in the modern economic world—but what a pity nearly every young beginner in the game is convinced from the start that the world owes him a sponsor, not only to pay for his sport at weekends but so that he can spend his whole time on it because it is better than work! Of course, if you say golfers pay for their own fun on a Sunday morning, the answer is that it is a whole heap cheaper and nobody is paying to watch them! I see all the points but it just seems a pity, at Club level.

Motor racing (and motorcycle racing) are often under fire on grounds of noise pollution. I live next door to a works club football ground—on the rare occasions when I am at home on a Sunday morning the shrill squeals of female supporters and guttural barks of the players provide a cacophony at least as offensive as any from our circuits. But I would never think of complaining—they are entitled to their bit of fun as much as anyone else.

## Boys' club thanks

Since the editor has turned me loose on this page, I should like to put in a word of very warm thanks, with which I know Graham Hill would wish to be associated, to everyone in motor racing who has given such magnificent support over the past 12 years to the Springfield Boys' Club in Hackney. From World Champions and International Companies to Marshals, Club Committees and complete strangers, this continuing interest is a great tribute to the spirit in the sport and a great encouragement to those involved in the project. I can assure you that your Club is flourishing, with its team of home-grown leaders, and I think it can be claimed as a credit to you.



# AUTOSPORT Guide to Commercial Championships

Compiled by ROBERT FEARNALL

With the uncertainty over some meetings being held due to the 20 per cent cut, it has been decided to delay the printing of the 1974 Autosport Calendar until the end of February, by which time the RAC should have received clubs' methods of dealing with the reduction. In the meantime, we are giving a guide to the 1974 commercially sponsored national championships, which are unlikely to be affected by the cut-back.

**Formula 5000:** Full details of the Rothmans European F5000 Championship will hopefully be announced next week.

## FORMULA ATLANTIC

### John Player Atlantic International series

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** March 10, Mallory Park, BARC; March 17, Brands Hatch, BRSCC; April 14, Snetterton, BRSCC; May 5, Oulton Park, Lancs & Ches CC; May 12, Silverstone, AMOC; May 27, Mallory Park, BRSCC; July 20, Brands Hatch, RAC; August 25, Mallory Park, BRSCC; September 8, Phoenix Park, IMRC; September 28, Brands Hatch, BRSCC; October 6, Oulton Park, BARC. Four other rounds to be arranged.

All rounds count.

**Points system:** 20-15-12-10-8-6-4-3-2-1 to first 10 places.

**Prize money per round:** 1, £200; 2, £150; 3, £125; 4, £100; 5, £75; 6, £60; 7, £50; 8, £40; 9, £30; 10, £20; 11, to 20, £15 each. There will be between £100 and £200 per car travelling expenses to the overseas events that have not been finalised as yet.

**End of Season prize money:** A total of £3000 to be paid at the rate of £2.50 per point scored.

### MCD Formula Atlantic championship

(Sponsor yet to be announced)

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** March 31, Silverstone, BARC; April 28, Mallory Park, BARC; June 23, Mallory Park, BRSCC; June 30, Silverstone, BRDC; July 7, Thruxton, BARC; July 28, Silverstone, BRDC; August 11, Mallory Park, HDLCC; September 15, Brands Hatch, BARC; October 13, Mallory Park, BRSCC; October 20, Brands Hatch, BARC; October 27, Snetterton, TEAC; November 3, Brands Hatch, BRSCC.

Prize money and points to be announced at a later date.

## FORMULA 3

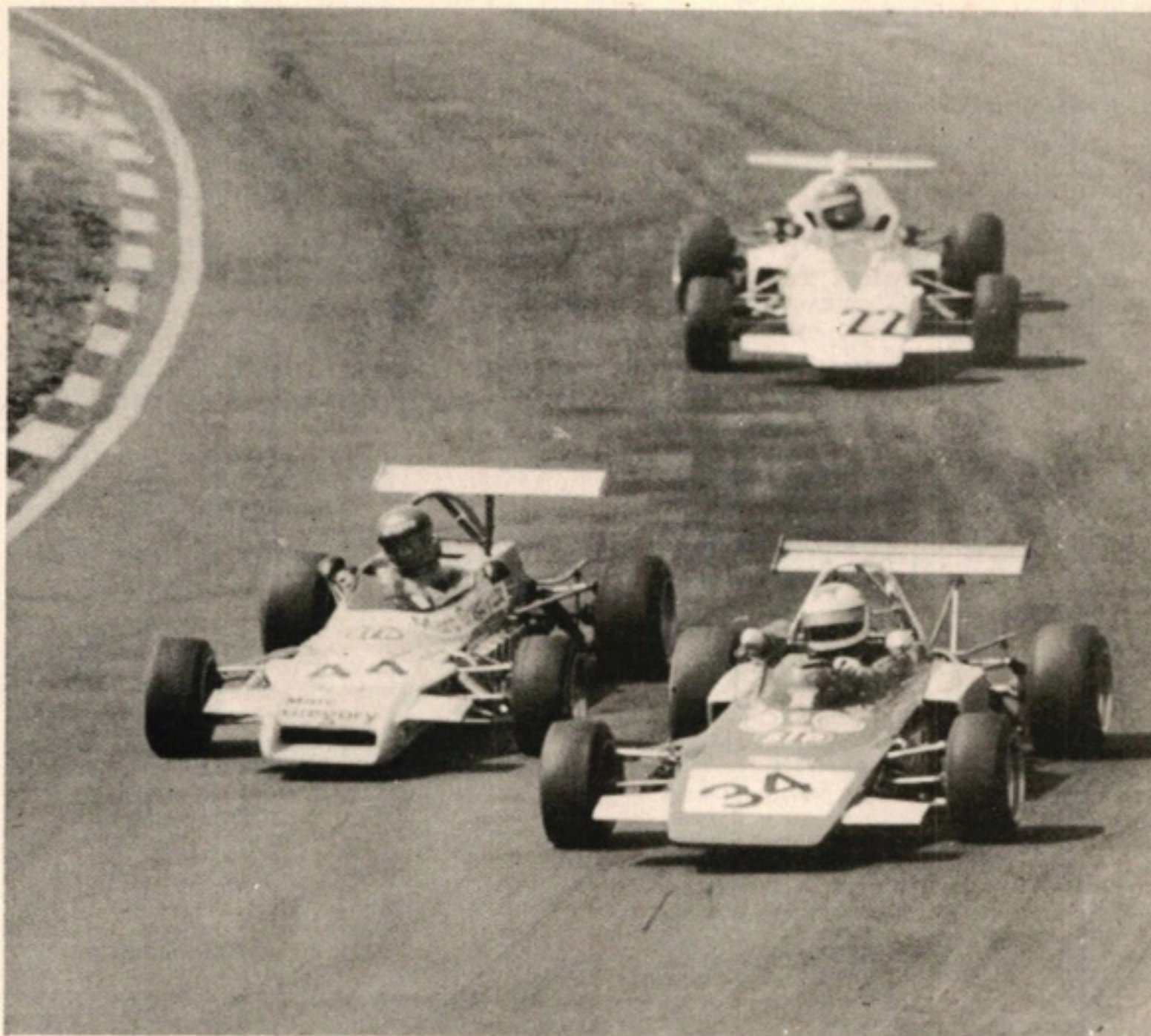
### Forward Trust Formula 3 championship

**Organisers:** British Automobile Racing Club.  
**Qualifying rounds:** March 3, Brands Hatch; March 10, Mallory Park; March 24, Thruxton; May 5, Silverstone; May 12, Snetterton; May 19, Brands Hatch; June 2, Cadwell Park; July 9, Silverstone; July 21, Cadwell Park; July 27, Oulton Park; August 18, Thruxton; September 8, Silverstone; September 15, Brands Hatch; October 27, Thruxton. All individual rounds organised by BARC.

All rounds count.

**Points system:** 9-6-4-3-2-1 for first six overall. Additional 1 point for new class lap record.

**Prize money per round:** For the March 10 Mallory and August 18 Thruxton meetings as follows—1, £100; 2, £85; 3, £65; 4, £45; 5, £25; 6, £15. For all other rounds—1, £50; 2, £35; 3, £25; 4, £15; 5, £10; 6, £5.



In its new 2 litre form, Formula 3 no longer has an International series based in this country, but two club formulae.

**End of season prize money:** 1, £250; 2, £150; 3, £100; 4, £75; 5, £50; 6, £25.

**Other stipulations:** To obtain points and prize money, competitors must (a) be a member of the BARC; (b) carry two Forward Trust decals, one on each side of the competing car.

### Lombard North Central Formula 3 Championship

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** March 9, Oulton Park, MCMRC; March 17, Silverstone, BRDC; April 12, Oulton Park, BRSCC; April 27, Oulton Park, BARC; May 26, Brands Hatch, BRSCC; June 30, Snetterton, TEAC; July 28, Snetterton, BRSCC; August 10, Oulton Park, L & CCC; August 11, Brands Hatch, BARC; August 25, Mallory Park, BRSCC; August 26, Silverstone, BRDC; September 22, Thruxton, BARC; September 28, Oulton Park, BRSCC; October 13, Brands Hatch, TEAC.

All rounds count.

**Points system:** 9-6-4-3-2-1 for first six overall. Double points for final round.

**Prize money per round:** Awarded at £6 per point except for final round when the rate is £3 per point.

**End of season prize money:** 1, £250; 2, £100; 3, £50.

**Other stipulations:** To obtain points or prize money, competitors must carry Lombard North Central decals, one on each side of their car.

## FORMULA FORD

### Wella for Men Formula Ford Championship

**Organisers:** British Automobile Racing Club.  
**Qualifying rounds:** March 3, Brands Hatch;

March 24, Thruxton; April 15, Thruxton; April 21, Llandow; April 27, Oulton Park; May 5, Silverstone; May 12, Snetterton; May 19, Brands Hatch; June 2, Cadwell Park; June 9, Silverstone; July 28, Mallory Park; August 11, Brands Hatch; August 26, Castle Combe; October 27, Thruxton. All individual rounds organised by BARC.

All rounds count.

**Points system:** 9-6-4-3-2-1 for first six overall. Double points awarded to competitor who plays a Joker (issued to all competitors who register for the series).

**Prize money per round:** 1, £25; 2, £20; 3, £15; 4, £10; 5, £5.

**End of season prize money:** 1, £200; 2, £150; 3, £100; 4, £75; 5, £50; 6, £25.

**Other stipulations:** To score points and prize money, competitors must (a) be a member of the BARC; (b) register with BARC headquarters; and (c) carry a Wella decal on each side of the competing car.

### BOC Formula Ford Championship

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** March 9, Oulton Park, MCMRC; March 17, Brands Hatch, BRSCC; March 24, Mallory Park, BRSCC; April 12, Oulton Park, BRSCC; April 14, Snetterton, BRSCC; April 15, Mallory Park, BRSCC; April 28, Mallory Park, BARC; May 5, Oulton Park, MCMRC; May 26, Brands Hatch, BRSCC; May 27, Snetterton, BRSCC; June 30, Brands Hatch, SDMC; July 27, Oulton Park, BARC; August 4, Silverstone, BRSCC; August 11, Mallory Park, HDLCC; August 25, Mallory Park, BRSCC; August 26, Brands Hatch, BRSCC; September 8, Oulton Park, MCMRC; September 28, Oulton Park, BRSCC; October 6, Snetterton, BRSCC; October 13, Brands Hatch, TEAC; November 3, Brands Hatch, BRSCC.



Best 15 results count.  
**Points system:** 9-6-4-3-2-1 for first six overall.  
 Double points for final rounds.  
**Prize money per round:** Awarded at a rate of £4 per point, with the exception of the final round.  
**End of season prize money:** 1, £100; 2, £75; 3, £50.  
**Other stipulations:** To obtain points and prize money competitors must carry BOC decals on each side of the competing car.

## STP Formula Ford Championship

**Organisers:** Silverstone Circuits Ltd/British Racing Drivers' Club.  
**Qualifying rounds:** March 30, Oulton Park, BRSCC; April 6/7, Silverstone, BRDC; April 15, Silverstone, BRDC; May 11/12, Silverstone, AMOC; May 27, Silverstone, BRDC; June 23, Mallory Park, BRSCC; June 30, Snetterton, TEAC; July 7, Thruxton, BARC; July 28, Silverstone, BRDC; August 26, Silverstone, BRDC; September 21/22, Silverstone, BRDC; October 5, Silverstone, BRDC.  
 All rounds count.  
**Points system:** 9-6-4-3-2-1 for first six overall.  
 Double points for rounds on April 7 and October 5.  
**Prize money per round:** 1, £36; 2, £24; 3, £16; 4, £12; 5, £8; 6, £4.  
**End of season prize money:** 1, £100; 2, £75; 3, £50; 4, £25.

## Townsend Thoresen Formula Ford

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** All at Brands Hatch—March 31, BRSCC; April 28, MGCC; May 5, BRSCC; June 2, WECC; June 9, LCC; June 16, RMC; July 28, RMC; August 18, BRSCC; September 8, S & CMC; September 22, RMC; October 6, BRSCC.  
 All rounds count.  
**Points system:** 9-6-4-3-2-1 for first six overall.  
 Double points for final round.  
**Prize money per round:** no set basis.  
**End of season prize money:** 1, £100; 2, £50; 3, £25.

## PRODUCTION SALOONS

### Castrol Anniversary Touring Car Championship

**Organisers:** Royal Automobile Club.  
**Qualifying rounds:** March 10, Mallory Park, BARC; March 17, Brands Hatch, BRSCC;

April 7, Silverstone, BRDC; April 12, Oulton Park, BRSCC; April 15, Thruxton, BARC; May 12, Silverstone, AMOC; May 27, Thruxton, BARC; July 20, Brands Hatch, RAC; August 18, Ingliston, SMRC; August 26, Brands Hatch, BRSCC; September 8, Oulton Park, MCMRC; October 6, Snetterton, BRSCC; October 20, Brands Hatch, BARC.  
 Best scores to count.

**Classes:** A, over 4000 cc; B, 2501 to 4000 cc; C, 1601 to 2500 cc; D, up to 1600 cc.

**Points system:** 9-6-4-3-2-1 for first six in each class. If there are five starters, points awarded—6-4-3-2-1 and if there are four starters, points awarded—4-3-2-1. If there are three or less starters, no points will be awarded.

**Prize money per round:** Class A—1, £150; 2, £100; 3, £50; 4, £25. For class B—1, £140; 2, £100; 3, £50; 4, £25. For class C—1, £130; 2, £90; 3, £50; 4, £25. For class D—1, £120; 2, £80; 3, £50; 4, £25.

**Overall prize money if one race:** 1, £50; 2, £30; 3, £25; 4, £15; 5, £10; 6, £10. If race divided in to two parts; 1, £30; 2, £20; 3, £15; 4, £5 per part.

**End of season prize money:** Overall champion—£250. Per Class—1, £250; 2, £200; 3, £100; 4, £25.

● The points and prize money details are still provisional.

## Britax Production

### Saloon Car Championship

**Organisers:** British Automobile Racing Club.  
**Qualifying rounds:** March 24, Thruxton; March 31, Silverstone; April 21, Llandow; April 27, Oulton Park; May 19, Brands Hatch; June 9, Silverstone; July 21, Cadwell Park; July 27, Oulton Park; August 11, Brands Hatch; August 18, Thruxton; September 8, Silverstone; October 6, Oulton Park; October 27, Thruxton.  
 All individual rounds organised by BARC.  
 All rounds count.

**Classes:** 3, over £1600; B, £1250 to £1599; C, £1000 to £1249; D, up to £999.

**Points system:** Four or more starters in the class 4-3-2-1 to first four cars. Three starters in the class—3-2-1 to first three. Two starters in the class—2-1 to first two and 1 point is awarded if only one starter in the class. An extra point is awarded to a competitor who sets a new class record.

**Prize money per round:** 1, £15; 2, £10; 3, £5 in each of the four classes.

**End of season prize money:** Overall champion—£100. Other three class winners—1, £50; 2, £25 per class.

**Other stipulations:** To obtain points and prize money, competitors must be a member of the BARC and carry Britax decals on each side of the competing car.

## Triplex Production Saloon Car Championship

**Organisers:** Motor Circuit Developments.  
**Qualifying rounds:** March 3, Brands Hatch, BARC; March 9, Oulton Park, MCMRC; March 17, Silverstone, BRDC; March 24, Mallory Park, BRSCC; March 30, Oulton Park, BRSCC; April 14, Snetterton, BRSCC; April 15, Brands Hatch, BRSCC; May 5, Oulton Park, MCMRC; May 12, Snetterton, BARC; May 27, Mallory Park, BRSCC; June 16, Brands Hatch, RMC; June 30, Silverstone, BRDC; July 14, Mallory Park, NSCC; July 28, Snetterton, BRSCC; August 4, Silverstone, BRSCC; August 10, Oulton Park, L & CCC; August 26, Silverstone, BRDC; September 15, Brands Hatch, BARC; September 22, Thruxton, BARC; September 29, Mallory Park, BARC; October 13, Mallory Park, BRSCC; November 3, Brands Hatch, BRSCC.

Best 15 scores to count.

**Classes:** A, up to £999; B, £1000 to £1249; C, £1250 to £1599; and D, over £1600.

**Points system:** 4-3-2-1 for first four in each class.

**Prize money per round:** 1, £15; 2, £10; 3, £5 per class.

**End of season prize money:** Overall winner—£100. Other three class winners—£50. Second and third in all four classes—£35 and £25 respectively.

## Motorcraft Mexico Challenge

**Organisers:** British Racing & Sports Car Club.  
**Qualifying rounds:** March 30, Oulton Park; April 14, Snetterton; April 15, Mallory Park; May 5, Brands Hatch; May 26, Brands Hatch; August 4, Silverstone; August 17, Castle Combe; August 25, Mallory Park; September 1, Rufforth; September 28, Oulton Park; October 6, Snetterton. All individual rounds organised by BRSCC.

All rounds count.

**Points system:** 9-6-4-3-2-1 for first six overall.  
**Prize money per round:** Awarded at a rate of £4 per point scored. In addition there are various other side awards for best private entrant, best novice etc per round. More details from the BRSCC.

**End of season prize money:** Various awards are included and the finalised version will be available soon from the BRSCC.

## Renault 5 Challenge

**Organisers:** British Racing & Sports Car Club.  
**Qualifying rounds:** March 31, Brands Hatch; April 13, Rufforth; April 15, Castle Combe;

Group One cars now struggle for RAC touring car championship points as well as Britax and Triplex money.





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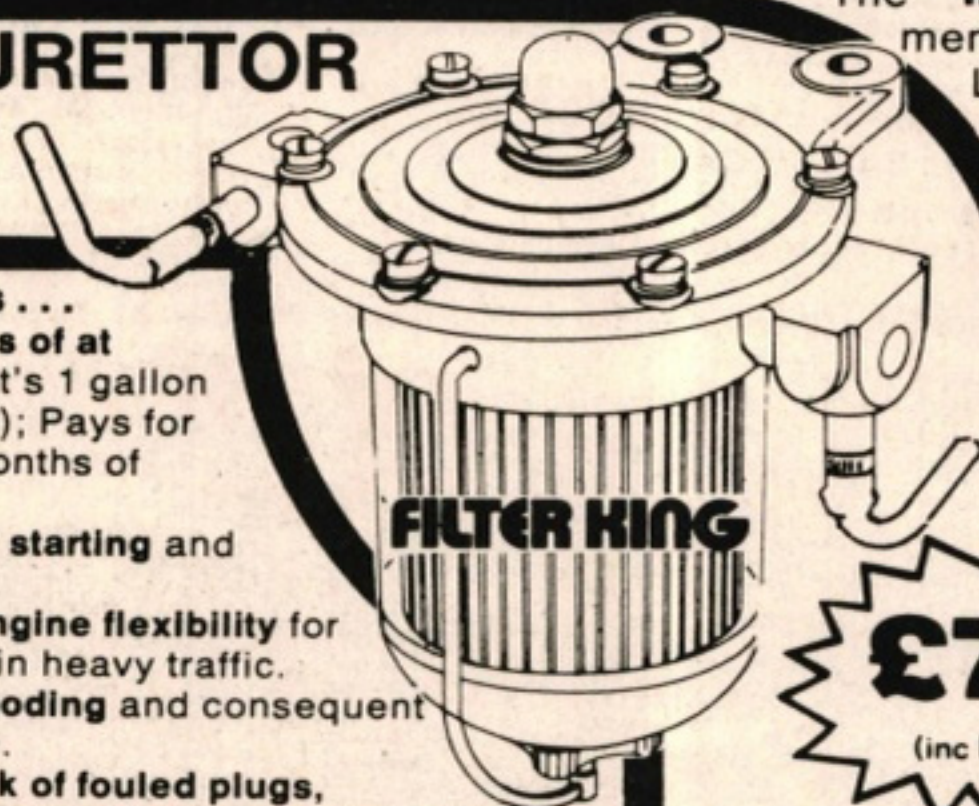
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May 5, Brands Hatch; May 27, Snetterton; June 9, Croft; June 16, Llandow; July 14, Oulton Park; July 28, Cadwell Park; August 17, Castle Combe; August 26, Snetterton; September 1, Rufforth; September 8, Mallory Park; October 6, Croft. All individual rounds organised by BRSCC.

All rounds count.

Points system: 12-10-9-8-7-6-5-4-3-2 to first 10 places and all other race starters earn 1 point. Double points for final round.

Prize money per round: 1, £36; 2, £24; 3, £16; 4, £12; 5, £8; 6, £4.

End of season prize money: 1, £250; 2, £100; 3, £50; 4, £25. Plus £75 to the highest placed lady.

## SPECIAL SALOONS

### Forward Trust Special

#### Saloon Car Championship

Organisers: British Automobile Racing Club.

Qualifying rounds: March 24, Thruxton; March 31, Silverstone; April 27, Oulton Park; April 28, Mallory Park; May 5, Silverstone; May 27, Thruxton; June 2, Cadwell Park; June 30, Llandow; July 21, Cadwell Park; August 11, Croft; August 26, Castle Combe; September 15, Brands Hatch; October 6, Oulton Park; October 27, Thruxton. All individual rounds organised by BARC.

All rounds count.

Classes: A, over 1300 cc; B, 1001 to 1300 cc; C, 851 to 1000 cc; D, up to 850 cc.

Points system: Four or more starters in the class 4-3-2-1 to first four cars. Three starters in the class—3-2-1 to first three. Two starters in the class—2-1 to first two and 1 point is awarded if only one starter in the class. An extra point is awarded to a competitor who sets a new class record.

Prize money per round: 1, £20; 2, £10; 3, £5 per class.

End of season prize money: Overall champion—£100. Each of the other three classes—1, £50; 2, £30; 3, £20.

Other stipulations: To obtain points and prize money, competitors must be a member of the BARC and carry Forward Trust decals on each side of the competing car.

### Esso Uniflo Special

#### Saloon Car Championship

Organisers: Silverstone Circuits Ltd/British Racing Drivers' Club.

Qualifying rounds: April 15, Silverstone, BRDC; May 12, Snetterton, BARC; May 27, Silverstone, BRDC; June 16, Brands Hatch, RMC; July 7, Thruxton, BARC; July 14, Mallory Park, NSCC; July 28, Silverstone, BRDC; August 10, Oulton Park, L&CCC; August 26, Silverstone, BRDC; October 5, Silverstone, BRDC. All rounds count.

Classes: A, over 1300 cc; B, 1001 to 1300 cc; C, 851 to 1000 cc; D, up to 850 cc.

Points system: 4-3-2-1 to the first four in each class. Double points in final round.

Prize money per round: In each class—1, £18; 2, £12; 3, £8.

End of season prize money: Overall champion—£150. Other class winners—£50. In each class—2, £30; 3, £10; 4, £5.

### Simoniz Special

#### Saloon Car Championship

Organisers: Motor Circuit Developments.

Qualifying rounds: March 3, Brands Hatch, BARC; March 9, Oulton Park, MCMRC; March 24, Snetterton, WECC; April 15, Mallory Park, BRSCC; May 5, Brands Hatch, BRSCC; May 19, Brands Hatch, BARC; May 27, Oulton Park, BRSCC; June 9, Silverstone, BARC; June 16, Mondello Park; June 23, Mallory Park, BRSCC; June 30, Brands Hatch, SDMC; July 27, Oulton Park, BARC; July 28, Mallory Park, BARC; August 11, Mallory Park, HDLCC; August 26, Snetterton, BRSCC; September 8, Silverstone, BARC; September 22, Thruxton, BARC; September 29, Mallory Park, BARC; October 13, Brands Hatch, TEAC; October 26, Oulton Park, L&CCC.

Best 15 scores count.

Classes: A, up to 850 cc; B, 851 to 1000 cc; C, 1001 to 1300 cc; D, over 1300 cc.

Points system: 9-6-4 to first three per class. Double points for final round.

Prize money per round: Awarded at a rate of £2 per point, except for final round when money is still paid on a 9-6-4 points basis.

End of season prize money: Outright winner—£200. Other three class winners—£72. In each class—2, £40; 3, £25; 4, £15 and 5, £10.

Other stipulations: To obtain points and prize money Simoniz decals must be carried on each side of the competing car.

### "Kent Messenger" 1000 cc

#### Special Saloon Car

#### Challenge

Organisers: Motor Circuit Developments.

Qualifying rounds: All at Brands Hatch—March 31, BRSCC; April 28, MGCC; June 2, WECC; June 9, LCC; July 28, RMC; August 18, BRSCC; September 8, S&CMC; September 22, RMC; October 6, BRSCC; November 3, BRSCC.

All rounds count.

Points system: 9-6-4-3-2-1 to first six overall. Double points for final round.

Prize money per round: no set basis.

End of season prize money: 1, £100; 2, £75; 3, £50.

## CLUBMEN'S FORMULA

### ShellSport Super Sports

#### Formula Championship

Organisers: Motor Circuit Developments.

Qualifying rounds: March 24, Snetterton, WECC; March 30, Oulton Park, BRSCC; April 15, Brands Hatch, BRSCC; April 28, Mallory Park, BARC; May 12, Snetterton, BARC; May 25, Rufforth, BRSCC; June 16, Brands Hatch, RMC; July 7, Thruxton, BARC; August 5, Mondello Park, Carlow CC; August 11, Mallory Park, HDLCC; August 17, Castle Combe, BRSCC; September 8, Silverstone, BARC; September 15, Brands Hatch, BARC; September 29, Mallory Park, BARC; October 13, Brands Hatch, TEAC; October 27, Mallory Park, LMC.

Best 15 scores count.

Classes: A, 1001 to 1600 cc fully modified; B, up to 1000 cc fully modified or 1600 cc Formula Ford engines.

Points system: 9-6-4-3-2-1 in each class. Double points for final round.

Prize money per round: Awarded at a rate of £2 per point, except for final round when money is paid on usual 9-6-4-3-2-1 basis.

End of season prize money: Overall winner—£100. Winner of other class—£50. Second men in each class get £25 each.

### Tricentrol Car Group

#### Clubmen's Sports

#### Championship

Organisers: Silverstone Circuits Ltd/British Racing Drivers' Club.

Qualifying rounds: March 17, May 27, June 30, July 28, August 26, October 5. All at Silverstone and all organised by the BRDC. All rounds count.

Points scoring: 4-3-2-1 each class.

Classes: A, 1001 cc to 1600 cc fully modified;

Modsport regulations remain unchanged and this popular class will again contest a championship organised by the BARC, sponsored by Blue Circle.





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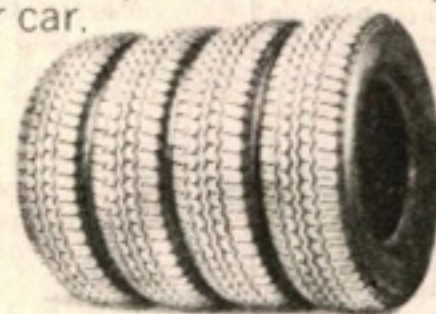
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Source \* 1. Transport and Road Research Laboratory - D.O.E.  
\* 2. Causes and Effect of Road Accidents - 5 vol. study. Dept: Road Transportation and Environment Planning. University of Birmingham - June 1969.





B, up to 1000 cc fully modified and up to 1600 cc to F Ford regs.

Prize money per round: 1st £20, 2nd £14, 3rd £10, 4th £6 (each class same).

End of season prize money: 1st overall £100; 1st £45; 2nd £20; 3rd £10.

## SPORTS GT

### Tricentrol Sports GT Championship

Organisers: British Automobile Racing Club.  
Qualifying rounds: March 3, Brands Hatch; March 24, Thruxton; March 31, Silverstone; April 12, Llandow; May 12, Snetterton; May 27, Croft; July 28, Llandow; August 11, Brands Hatch; August 26, Castle Combe; September 8, Croft; September 22, Thruxton; October 27, Thruxton. All individual rounds organised by BARC.  
All rounds count.

Classes: A, over 1650 cc; B, 1301 to 1650 cc; C, up to 1300 cc.

Points system: Four or more starters in each class—4-3-2-1 for the first four in each class. Three or more starters in each class—3-2-1 for the first three in each class. Two or more starters in each class—2-1 for first two and 1 point is awarded if there is only one starter. Double points will be awarded for a 100 km race at Thruxton on September 22. An additional point is awarded to any competitor setting a new class record.

Prize money per round: £20-£10-£5 to the first three in each class. For the 100 km round this will be increased to—1st overall, £50; 1st in each of the other two classes, £25; and then £20-£15-£10 to second, third and fourth in each class.

End of season prize money: Overall—£175. Other classes—£70-£50-£20 for first three.

Other stipulations: To obtain points and prize money, competitors must be a member of the BARC and carry Blue Circle decals on each side of the competing car.

## MODIFIED SPORTS

### Blue Circle Modified Sports Car Championship

Organisers: British Automobile Racing Club.  
Qualifying rounds: March 24, Croft; May 5,

Various regulation changes take place in Clubmen's Supersports this year, and there are two championships to contend.



Formula Ford cars are again well catered for at all circuits, the STP series taking place at Silverstone.

Silverstone; May 12, Snetterton; May 19, Brands Hatch; May 27, Croft; June 2, Cadwell Park; June 30, Llandow; July 7, Thruxton; July 27, Oulton Park; July 28, Mallory Park; August 26, Castle Combe; September 29, Mallory Park; October 27, Thruxton. All individual rounds are organised by BARC.

All rounds count.

Classes: A, Over 3000 cc; B, 2001 to 3000 cc; C, 1151 to 2000 cc; D, up to 1150 cc.

Points system: Four or more starters in each class—4-3-2-1 for the first four in each class. Three or more starters in each class—3-2-1 for the first three in each class. Two or more starters in each class—2-1 for first two and 1 point is awarded if there is only one starter.

Prize money per round: In each class—1, £20; 2, £10; 3, £5.

End of season prize money: Overall champion, £100. Winner of other three classes—£50. In all classes—2, £30; 3, £20.

Other stipulations: To obtain points and prize

money, competitors must be a member of the BARC and carry Blue Circle decals on each side of the competing car.

## THOROUGHbred SPORTS

### The Spreckley Championship for Thoroughbred Sports Cars

Organisers: Forward Enterprises Limited.  
Qualifying rounds: March 23, Silverstone; April 28, Mallory Park; May 27, Silverstone; June 8, Brands Hatch; July 6, Silverstone; August 10, Oulton Park; August 26, Castle Combe; October 5, Silverstone.

Classes: Class One—2701 cc and over; Class Two—1651 to 2700 cc; Class Three—up to 1650 cc.

Points scoring: 9-6-4-3-2-1; all six rounds where points may be scored to count (certain races allow for points to be awarded to individual classes only).

Prize money: None for individual rounds.

End of season prize money: Overall Championship winner—£150; Other two class winners—£125 each; Classes—2nd £100, 3rd £75, 4th £50, 5th £30, 6th £20.

## FORMULE LIBRE

### Jaybrand Racewear

#### Formule Libre Championship

Organisers: Silverstone Circuits Ltd/British Racing Drivers Club.

Qualifying rounds: All at BRDC Silverstone meetings—March 17; April 15; May 27; June 30; August 26; October 5.

Points system: 9-6-4-3-2-1 for first six. Double points for final round.

Prize money per round: 1, £36; 2, £24; 3, £16; 4, £12; 5, £8; 6, £4.

End of season prize money: 1, £100; 2, £50; 3, £25.

\*In addition to the commercial championships described in these pages, there are many other smaller club championships throughout the country, which do not have to be registered with the RAC, and the Vandervell Novice Award at Silverstone which is a lucrative series for novices based on results of true amateurs at all club meetings at the circuit. It should, too, be noted that we have omitted the Super Saloon series as this is not a championship, but a collection of races for the hairy hybrid special saloons.



# 1973 off track season reviewed

## AUTOCROSS

Climaxed as it was by a tremendous final—remember that run off between Messrs Harrold, Warren and Smith for the championship—the 1973 Castrol/BTRDA Clubman's Autocross Championship was voted by many as the best since the Castrol sponsorship started and one of the best post-war seasons for the sport.

However good the season may have been, and it was helped a good deal by reasonably fine weather for the majority of its five months, there is still much hard work to be done behind the scenes to improve the image both publicly and for the competitors. Having successfully sorted the problems of timekeeping the BTRDA has urgently to tackle the rather more ticklish question of scrutineering for in a recent survey carried out among competitors, this festering sore is the one to cause the most acrimony. What is at fault is not the competence of the scrutineers, but the interpretation of the rules and regulations by individuals up and down the country. In effect what is good for the gander in one area is most certainly nowhere near good enough in another and many bitter arguments have ensued.

It is understood the committee which deals with autocross matters, which includes a fair proportion of competitors, has the matter in hand. At the same time the committee should also give serious consideration to an equally but all too frequently ignored aspect of an event, that of the commentator.

With few exceptions the standard of commentary during several seasons now has been poor and in some instances diabolical. Autocross, by its very nature, is not a sport which can be enjoyed to the full by spectators without a knowledgeable individual keeping everyone aware of what is happening and many events have been spoilt as a result. Surely it is not too difficult to arrange for the best of the commentators, and there are enough of them, to split the entire series into areas and each man to follow say half a dozen rounds. In this way everyone keeps abreast of the important facts concerning drivers, their relative positions, and all the other little snippets of information which all go to make an informative and interesting commentary. As a bonus it would be pleasing, surely, for a driver or two to be interviewed during an event for variety is the spice of life and spectators like to be able to identify a driver.

The 1973 BTRDA Championship attracted 268 entrants, just over 10% up on the previous year and of these 158 scored points in the 21 rounds spread around the country between April and September. Of the original events two had to be re-arranged following clashes of sponsorship but with its usual flexibility the championship committee quickly and efficiently filled the breach. One of the substitute events, put on by Midland Manor MC at just three weeks' notice, claimed the accolade of the best organised event from a poll among competitors.

After an initial year of disaster Class S for standard saloons attracted a little more interest with the admission of Group 3 cars. Martin Barnard, with his Datsun 240Z, wiped up the class early on in the season, but found life far more difficult with the appearance of the Porsche 911S of Messrs Marston and Evans.

Unhappily the Porsche failed to get to the final and Barnard was able to snatch the class. Muriel Banks again proved unbeatable in the Group 1 category with her Cooper, successfully withstanding a late challenge from a brace of Mexicos. In the first of the Minis classes, up to 865 cc, the honours were evenly spread between Nick Garner and Richard MacDonald, both of whom arrived at the final with maximum scores. Newcomer MacDonald ended the series one up on Garner, the pair being way ahead of the rest of the dozen other drivers who made infrequent



Above: Peter Harrold's Autocavan VW, one of the finalists in the Castrol/BTRDA Autocross championship. Below: Graham Hathaway, a man for the future?



appearances in the score lists.

Another newcomer to make his mark in the series was Graham Hathaway from the Chelmsford area, who like West Countryman MacDonald, qualified his Anglia with a maximum but ran into all sorts of bothers on finals day and allowed his class lead (conventional saloons up to 1300 cc) to pass to the irrepressible Tony Merridale with brother Bob in third spot, both of course, using Escorts. John Bevan campaigned his Daf 66 regularly and was in the places on 10 occasions without ever gaining a class win. The Gloucestershire lad, however, still brought along Naveb with regularity although not counting for any points and eight times he scored BTD in typical fashion.

The sports car class again caused much concern to organisers with a season-long dearth of entries. One can appreciate that it's no use pitting a Sprite against the power of the almost all conquering Triumph GT6 with Dolomite power or even against a well driven TVR Vixen and the occasional Tuscan model, but the class will continue unchanged for the coming year. Messrs. Northall and Dowson contested 18 rounds and suffered defeat on four occasions, three times at the hands of Ron Easton in his Vixen and once by the late Griff Griffiths at the start of the season. Northall went on to collect a major

pot leaving Dowson with the class. Graham Allen with his Elan and Howard Murray (Tuscan) were the only other class winners.

Among the rear engined brigade the issue throughout the season was always between John Button and Peter Harrold, both with 2.1 litre engines in their growling VWs. The pair only clashed on four occasions and honours were even and by careful selection of events both arrived at the final with maximum scores. Whereas Harrold bombed away to get into the three-man run-off poor Button had a sad day and had to console himself with the class for Harrold collected a runner-up award and the Triple C trophy. Roger Burn waged a lonely battle against the power of the VWs and scored three class wins but only when the VWs were playing away. Alan Whitworth's Renault R8 and Alan Finch (VW) were the other two class winners.

The sixth class, for Minis between 865-1000 cc, was dominated completely by Roger Brunt who won the class no less than 13 times with his lightweight Mini. The car started the season certainly the lightest thing on four wheels, but by the end of the series one or two other people had caught him up. With a BTB in only the second round Brunt had given due notice of his desire to win the championship and although Frank Morris did beat him on four occasions he was certainly



a strong favourite to do the double at the climax of the season. As so often happens he came away with almost nothing for he was pipped by a single point for the most points gained during the season and he fluffed his first championship run. Morris collected six class wins in what turned out to be a somewhat disappointing year and Nick Brise and John Yates weighed in with a class win apiece.

During a very competitive year a total of 10 drivers scored BTDs, which indicated that competition between classes as well as within each had reached an even more competitive level. In the middle of the summer George Warren scored his first BTD with his ex-Ron Douglas BDA-engined Escort. This was one of 10 class wins enjoyed by Warren who went through a sequence of eight successive wins. Favourite to lift the championship overall, he was another casualty of nerves. Initially John Clarkson, with his 1700 TC Escort, had offered a challenge but he had to be content with a couple of class wins and the only other BTRDA contestant to score wins was Mike Wyatt, also Escort mounted, who won at White Horse and Forest of Dean.

By far the largest class in entrants and also points scorers, there were 25 in the lists, the over 1000 cc Mini class started by being a fight between Peter Withers and Mick Bird. Withers in fact led the points table within the class until well past mid season by which

Mini autocrossing protagonists Pete Withers (left) and Mick Bird.



## AUTOTEST

The 1973 Autotest series proved to be particularly successful and exciting with some class and overall positions in the two major championships uncertain until the last round in October. For the first time the RAC National Autotest Championship and the Castrol-sponsored British Trial & Rally Drivers' Association Flather Star Autotest Championship used basically the same calendar of qualifying events, the sole exception being the Shell-sponsored Hartlepool event which was only included in the RAC list for obvious reasons. The series was spread over nine months from February to October and with events as far south as Eastbourne, north as Carlisle, Anglesey in the west and Norfolk on the east coast competitors who contested both championships covered many miles in pursuit of points.

The first event in the calendar was at Eastbourne with an encouraging entry of 58 including both 1972 champions—Trevor Smith (BTRDA) and Peter Noad (RAC) in Sprite and VW respectively—and many other class contenders. Who was to be on form at the first event? John Larkin (Cooper S) won the big Mini class from Terry Armstrong (Cooper S). Roger Fripp was very quick in his 1275 GT but had some 40 penalties, a problem which was to trouble him at several events during the season. Brian Potter (Cooper S), usually a man to watch, had gearbox troubles and retired. Roy Alcock (Cannon) took the Specials class while Trevor Smith took FTD from Don Harris (Midget) who was making a welcome return to Autotesting. Peter Noad won the large saloon car class from the 1300 Austin Countryman of Terry Mears.

Still down south for the second event at Southsea with another good entry of 52 to attempt the 14 tests. John Lyons came all the way from Northern Ireland to take FTD and first in the big Mini class from John Larkin and Roger Fripp. Denis Beare (Sprite)

time the man Smith from Birmingham had got his 1340 cc projectile all lined up and tweaked. Bernard Rodemark and Dave Fuell were two other competitors who sought to share the spoils, and, along with Tony Scource (yet another of the BTD men), they netted a class win apiece while Smith was still sorting.

Once the HF Sprint Team car had been sorted Smith suffered defeats on only four occasions in 12 outings and following three smooth runs in the final he became third protagonist for the run-off. Fuell eventually won the class by eight points from Withers, who suffered a disastrous second half and Mick Bird disappeared from the scene after a promising opening period. Eight drivers scored BTD's which reflects, perhaps, a fact that the difference between the leading drivers is not so significant as some would make out.

With John Bevan publically declaring that Naveb would not be entered for championship points, a total of 19 specials collected points in Class H and this proved to be one of the hottest class battles. Nick Seymour a late starter with Volnik, collected seven runner up spots in succession and did well enough at the final to take the class on 72 points, pipping John Watkins in his JW Special by a mere two points. Six other drivers besides Watkins took a BTD award—Bevan, Arnold Butcher, Richard Judge, Howard Parkin, Rob Lyall and Mike Turpin. Turpin was really flying towards the season's climax and is tipped by many for honours in 1974.

The past year was a good one. 1974 needs to be better and it probably would benefit as a whole if the proposed regionalisation of competitors is proceeded with. It is to be earnestly hoped that the proposed four abreast events will in fact take place and that spectator interest will once be aroused sufficiently enough to bring smiles to the faces of individual treasurers.

**DEREK HILL**

nosed Trevor Smith out of the sports car class win whilst the large saloon class went again to Peter Noad this time from John Calton (Mexico).

Harrow came next with their Tandem Tests at North Weald Airport, and Trevor Smith again took FTD with Len Gibson (Sprite) second sports car. Roger Fripp managed to keep clear of penalties and won the Mini class from Terry Armstrong. There was a bit of a shake-up in the big saloons with Terry Mears taking first place from Tony Hunt (Mexico) and Peter Noad. Roy Alcock took the Specials class from brother Eddy in the same car.

On April Fool's Day the MGCC promoted the first of the Midlands rounds at the Fort

Dunlop site in Birmingham where FTD went to Denis Beare with class wins for John Larkin and Tony Hunt. John Lyons brought his 1275 GT over from Ireland for the Hagley event and again took FTD and maximum points. Phil Darbyshire (1275 GT) made his first appearance in the championship finishing second to Lyons and just 1½ s in front of Larkin. Trevor Smith led the sports cars from Beare and Squire. Competitors and organisers alike had to contend with the most difficult weather conditions. Throughout the day there was rain, sunshine and snow, the marshals being first class for staying at their posts all day in the diabolical conditions. Noad had another class win from Hunt and Motors.

Chichester Motor Club put on 16 tests for 28 competitors. Roger Fripp had another class win from John Larkin after both had been pylon bashing. Denis Beare had a relatively easy FTD from Smith, a little off form some 18 s adrift. Another pylon basher was Peter Noad but he too managed to stay ahead of Tony Hunt who had also incurred penalties.

Still in April, 34 competitors travelled to Bolton for their enjoyable event on the large car park of Bolton Wanderers FC with special provision for spectators. The event began in wet conditions and it was Phil Darbyshire who set the early pace to lead Trevor Smith for FTD. This battle was to last until the final pair of tests when the venue dried out and Trevor could use his extra hp and lsd to full advantage to overhaul Phil for the major honours. John Larkin finished second to Phil in the Mini class, just holding off the challenge of Stuart Taylor (1275 GT) who had done some two wheel motoring in his efforts to catch up. Noad and Hunt had their usual battle resolved in the order given. The under 1000 cc class for RAC points was won by the 998 Sprite of Ray Webb.

At the end of April and after seven events the leading positions in the two championships were beginning to take shape. The Castrol-BTRDA was led by Trevor Smith with 32 points from a maximum 35. At this stage Peter Noad was lying second with 28 points and John Larkin third with 27, these three having scored points in the seven events. With 26 points from 6 events Denis Beare was still well in the hunt, as was Tony Hunt with 23 points. Leading positions in the RAC were very similar with Trevor Smith on 54 points from a maximum 63 followed by John Larkin and Peter Noad both on 46, Denis Beare on 45 and Tony Hunt on 41, with Dave Tearle leading the under 1000 class with 33 points.

Sporting Car Club of Norfolk was next—and destined to be voted the Best Event of the BTRDA calendar. The event takes place at the local and spacious cattle market where the Club runs tandem tests and this type of layout seems to spur the competitors to even greater speed of manoeuvrability as they

Phil Darbyshire's versatile Mini 1275 GT.





battle side by side. Brian Potter made a rare appearance and showed he had lost none of his skill by winning the Mini class from John Larkin. Trevor Smith notched up another BTd and maximum class points from Beare and Harris. Guess who won the big saloon class? Peter Noad did it again, this time over John Calton with Tony Hunt having to be content with third.

And so to Felixstowe and the ninth round in the series so excellently organised by Eastern Counties Motor Club with support from local traders, Council and police. This event is unique in that four separate sites are used for the 16 tests. This involves the competitors in much driving between tests and very little time to watch other competitors attempting the tests, which all adds to the excitement. That Trevor took BTd again (How d'you do it, Stanley!) after delighting the crows with his lsd assisted 360 degree spins. Don Harris was second sports car from an unlucky Denis Beare. There was much battling in the big Mini class. Early leaders George Holland (1275 GT) and Roger Frupp were overhauled by an on-form Phil Darbyshire who held off the late challenge of Dave Wallis (Cooper S). The Alcock brothers wiped up the Specials class while Peter Noad did likewise in the big saloon class from the Escort TC of Keith Webb.

Space precludes us from detailing every event, so suffice it to say that Phil Darbyshire was BTd at Cumberland and won his first BTRDA Crested Spoon. Trevor Smith won Caerns & Anglesey and, despite doing the last test with a loose throttle pedal, the Huddersfield round. Len Gibson (Sprite) won the controversial Shenstone event, and by less than one second Roger Frupp took BTd at the rain soaked Crawley event. Up in Hartlepool Peter Noad scored maximum RAC points.

After 15 events (14 for BTRDA) the championship leader boards were tightening, with late starters closing the gap on the early starters who were now dropping low scores.

All the top contenders were present at the Dunlop round on September 1 when Fort Dunlop was the site for the 12 fast and open tests. Trevor Smith added yet another BTd to his total, with Dick Square a very creditable second sports car. Peter Noad had a tremendous day winning his class and being very close to BTd at the finish. In the Mini class Phil Darbyshire took the honours from Peter Ballance (1340 Mini GT) who was at last getting it all together. Phil's class win put him into the lead in the BTRDA small saloon class, relegating John Larkin into second place.

The next round was staged by Loughborough Car Club at the Rolls-Royce factory in Derby. Clerk of the Course Andrew Bonar, himself an experienced autotester, laid on tandem tests for the Club's first attempt at running a championship event. Showing just why he is the best autotester around Trevor Smith was again first overall. Ray Webb won the under 1000 cc class from RAC championship class leader Dave Tearle (1000 Mini) and

Malcolm Clark (998 Cooper). Phil Darbyshire had so much time to spare that even with a penalty on the penultimate test he still beat second man John Larkin (now with the ex-Holland 1275 GT) by over 20 s. Yet again Peter Noad pipped Tony Hunt in the large saloon class.

Twenty-six competitors made the long trek north to the Airedale & Pennine round and, with Trevor Smith not making the journey, Peter Ballance got his name on the list of BTd men after a day long duel with John Larkin, while Phil Darbyshire spoiled his run of class wins when reverse gear refused to stay put. Ray Webb notched up another class win from Malcolm Clark whilst the usual battle between Peter Noad and Tony Hunt was won by Peter. Peter's class win and Phil's failure to win his class assured Peter of second overall in the BTRDA championship.

And so to the final round organised by the University College of Swansea MC. This should have been a great event with much at stake, for although the 1, 2, 3 in the BTRDA Championship was resolved the Silver Star was not, and the RAC championship was far from certain. Smith and Noad went to Swansea with equal RAC points, as did Cliff Robinson (Sprite) and Keith Webb (Escort) in the BTRDA Silver Star. At this stage John Larkin was still leading the RAC big Mini class but had to win to stay that way, whilst Phil Darbyshire could catch him provided he was at least second and provided John was not first. All very complicated! With his super tuned VW suffering from misfire Peter Noad brought along his "standard" 1500 version and for once had to be content with second place to Tony Hunt. Peter Ballance (driving like his granny, he says!) took a superb BTd. Despite the challenge from Cliff Robinson, Trevor Smith kept in front to win the sports car class—the win giving him the RAC title as well as the BTRDA Championship. Keith Webb started off very well but could not keep up with Hunt and Noad, and so the Silver Star Championship went to Cliff Robinson. In the Mini class Phil Darbyshire was again troubled with reverse gear and an early penalty, and at the end of the day was tie-ing with Stuart Taylor for second in class, with John Larkin fourth. Fortunately the Club had included a tie-decider clause and the last test was set up again for Taylor and Darbyshire. After tossing up Darbyshire went first and making no mistakes set a sparkling pace which Taylor failed to match.

So the 1973 Championship series came to an end. More people had contested the championships than for several years, and this was most encouraging. In autotests the skill of the driver is the prominent factor, compared with some other branches of motor sport where the ratio of skill to car performance is much lower. Looking forward to the 1974 series and the effect of the fuel crisis it is interesting to record that each car uses, on average, something less than half a gallon of fuel on each event.

## PHIL DARBYSHIRE

have neared the American times in them.

The two American dragster drivers, Tony Nancy in his rear-engined 488 cu in rail and Norm Wilcox in Priddle's Donovan-powered car, gave us the quickest race ever, with Nancy winning with a 6.59 s to a red light 6.55 s, but in the end it was Priddle who notched up the most points over three meetings and took the title. Skilton started the year with a regular stroked 392 Chrysler in his new Castrol car, switched to his own Donovan in mid season and was then virtually unbeatable, winning a terrific duel with Priddle at the August Nationals at Santa Pod by an incredibly close "hole-shot" start 6.72 s to 6.68 s and ended the year with a record 224 mph.

This week's centrespread shows the Escort of Peter and John Hanson which competed mainly in RAC Touring Car Championship rounds in 1300 cc guise where it won its class, and was second overall. They also indulged in two ETC rounds in 2-litre form with normal driver Peter Hanson being joined by entrant John Hanson (no relation) on the driving strength. The car ran faultlessly with Broadspeed preparation and it looks as though Broadspeed will be involved in this year's G1 Capri effort by "The Barbarians."

Silverstone attracted a strong entry from Europe, Sweden in particular, and was blessed with glorious weather. The NDRC coped well with some awkward time schedules and put on their best-ever show, running some 200 cars and bikes through in not much over half the usual time. With everyone keen to impress at the prestigious circuit, the racing was close and fast, whilst the traction was better than anywhere else in the country.

Apart from the two previously mentioned American funnies, Liam Churchill and Ed Shaver appeared in theirs during the year, with Priddle debuting his Avenger right at the end of the season. Churchill's car was a conventional 392 Chrysler-powered Capri, whilst Shavers', actually built and owned by Mark Stratton and crew, was in a novel rear-engined design, and whilst running without its Vauxhall body, got well down into the eights at over 170 mph. It showed up a little when the body finally did get fitted, but was still a little ahead of Churchill's car which was steadily being sorted out by the Barnet Motor Co. Priddle's car had his cast iron 392 from Mr Six, and so was not short on power, and on the first run suffered from an abundance of it when the car did a wheelstand off the line and splayed the front wheels out on coming down again.

The big Fuel Altered had a lean year, with Phil Elson, 392 Model T, and Dave Stone, injected 440 Chev T, slugging it out all year with occasional interventions from the funnies and Fred Whittle in his blown 293 Bantam.



Old face, new location: Clive Skilton powers off the line at Silverstone, used for drag racing for the first time in 1973.

Stone won nearly every time with boringly consistent 8.5 s/170 mph runs that showed just how good a driver he is. This year, with a blower added, the team will probably still be looking for some opposition—and with luck should get it in spades in the new AA Comp class.

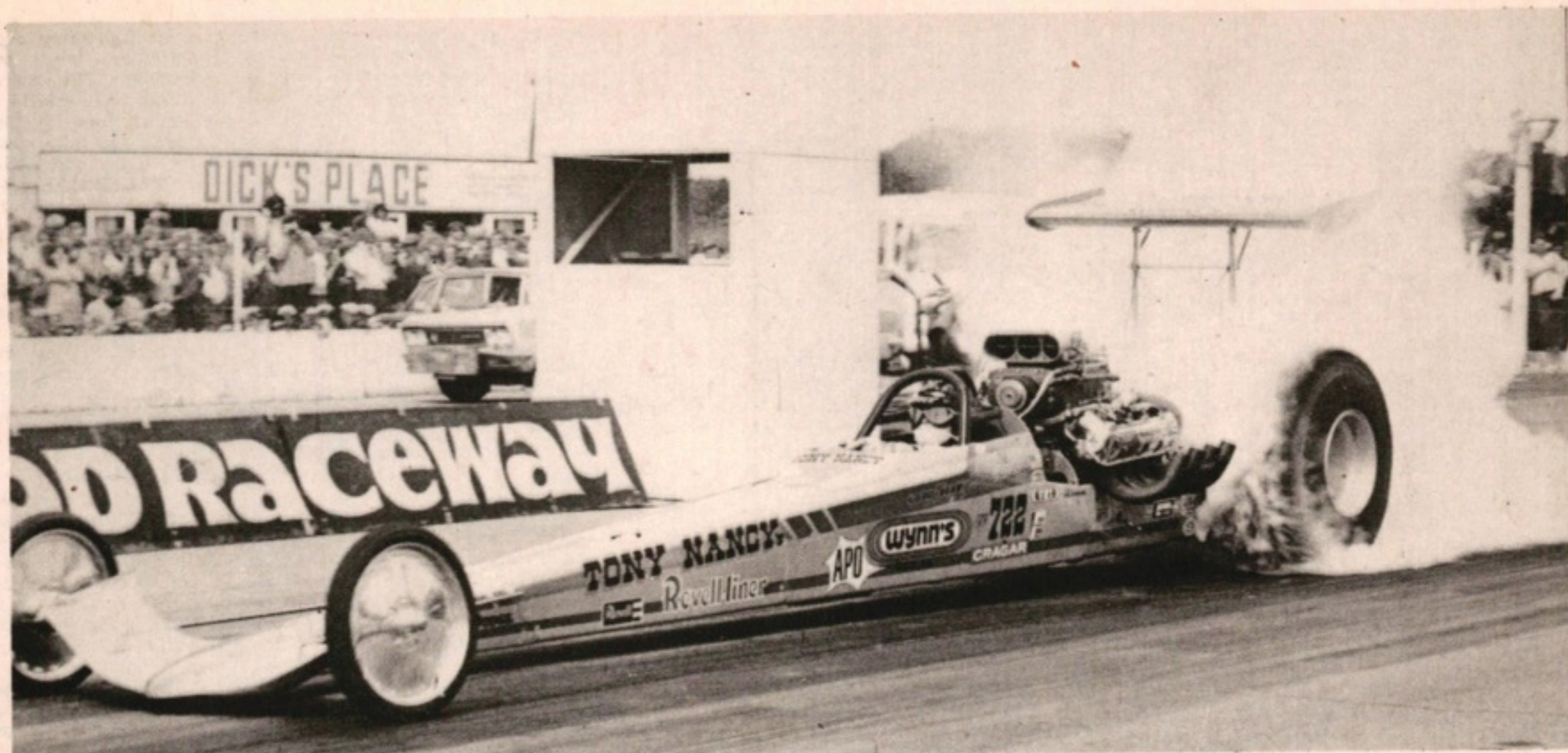
Dick Sharpe and Dave Page ended up as the two top names in Senior Comp, with Sharpe's little 421 Pontiac-powered A35 looking faintly ridiculous as it rumbled up the strips in 11.0 s times at over 120 mph. The Page team had a troubled year, but finally got their 427 Chev/Topolino running and ended up with one of the strongest cars around. In a qualifying run alongside Stone's far more powerful altered, the car easily held on for the first 200 yards with phenomenal traction, eventually hitting 9.8 s at 146 mph, still on pump petrol. Freeman Rodgers' 427 Ford/Rochdale was also a car to be reckoned with, although he was frequently running in with Stone and Elson,

## DRAG RACING

Picking the highlights from a very full drag racing season is not an easy task, but if any particular meeting stands out, it would be a choice between the NDRC's Silverstone event, a landmark in itself for the sport, and the first of the three International events at Santa Pod, when for the first time we had an eight-car Top Fuel eliminator, and we also saw the debut of two American funny cars in this country, and although they have been seen and joined by others since, the first time will always be the best in most people's minds.

Don Schumacher and Paula Murphy put on a terrific show, setting the funny car record at 202 mph and 7.1 s during their stay, and the welcome they received stunned them almost as much as their runs stunned the crowds. Both cars are still in the country with Owen Haywood handling the STP car, and Allan Herridge the Schumacher car, and although they have had their problems, both





Tony Nancy, above, along with Norm Wilcox gave Britain its fastest-ever drag race, Nancy winning with a 6.59 s to a 6.55 s red light.

where his 10.4 s did him little good.

Ray Hoare and John Whitmore turned in the best performances in Top Dragster, with Hoare getting down to 8.9 s in his rear-engined 302 Chev, with Whitmore hitting an amazing 156 mph from his 1300 cc car in 9.4 s. Benbow, Trautlein, Ringsall and Roz Prior also ran well in this promising class.

Gary Goggin and Kevin Pilling were the two names that did most of the winning in the new Pro Stock class, which, starting more or less from scratch, put on a terrific show, and improved its class record by a larger margin than any other. Keith Harvie's time in what was a Modified Production class in '72 was an 11.2 s, Goggin lowered this to 10.4 s

in his 427 Camaro, with a 136 mph top end. Pilling's older car was always right with him, and with a better start to the year, won the STP Pro Stock championship, with best times of 10.6 s. Tony Dickson, Peter Bennet, Keith Harvie and then Steve Osmond Petrie in the same car, provided the opposition with varying degrees of success, whilst Pete Crane was struck by one misfortune after another in his car, and only made one competitive run all year at the first meeting—and then he broke his gearbox. All the cars were 427 or 440 Chevrolets, with Bennet's Nova the only non-Camaro among them, and all suffered from fairly regular breakages as they found the right way to do it.

Giving them ample support was a host of Top Street cars, somewhat more street legal, and also chasing an STP championship Pete Andrews took this with his Corvette, with Dave Rose, Bob Oram and Richard Smith in 440 Barracuda, E-type and 427 Chevelle respectively doing most of the winning when Andrews wasn't.

A more professional attitude, both from the organising bodies and the racers themselves, was rewarded with more commercial involvement in the sport, and although the weather was generally unkind, particularly at the beginning of the year, upwards of 150,000 spectators can have had little to complain about.

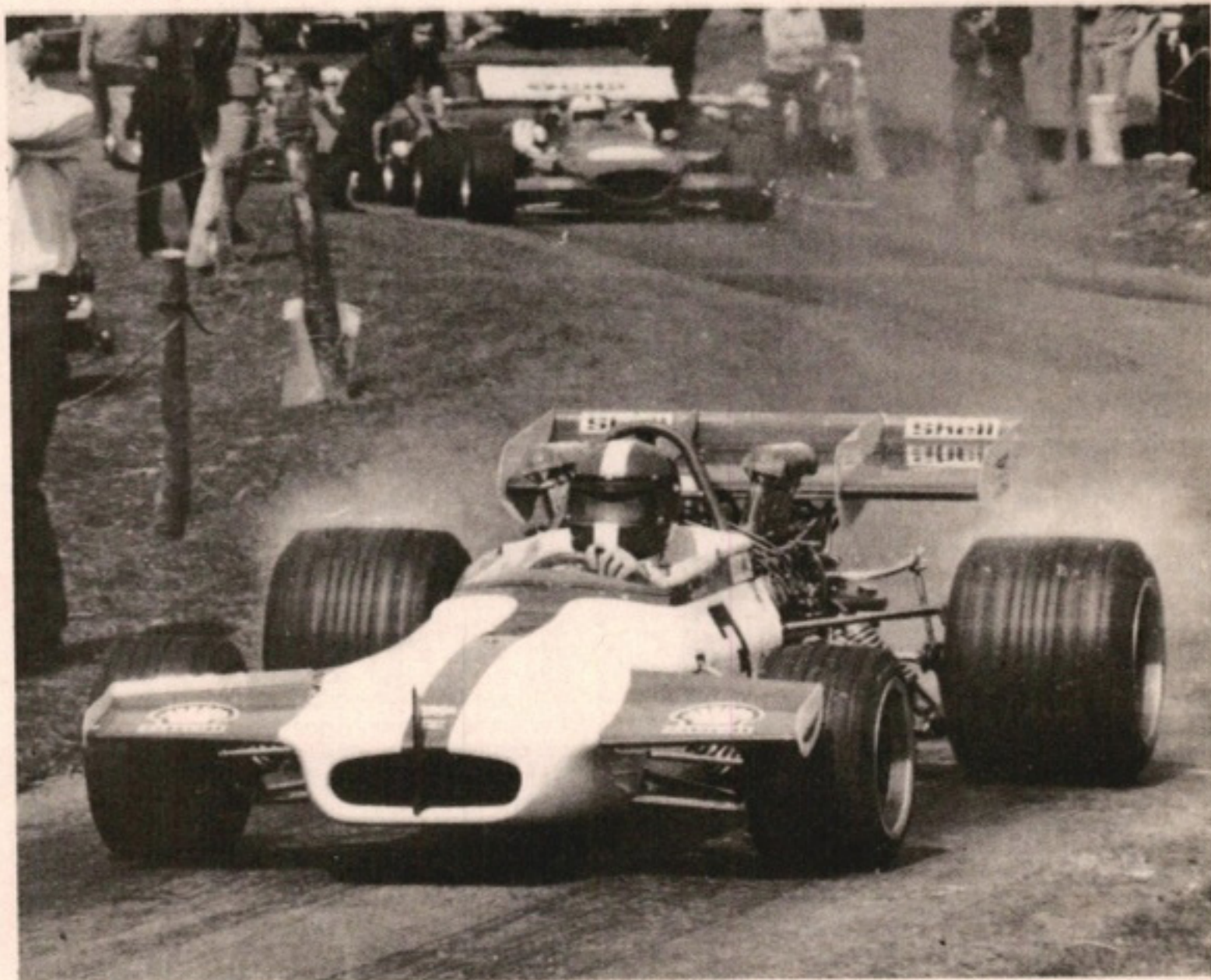
## HILLCLIMBING

If you look back at Arthur Owen's magnificent tome on "The Racing Coopers" you will find mention of a young sports car driver "Michael MacDowell" (mis-spelt yet again!) whose promise got him a works Cooper drive for the 1957 French GP. He was apparently settling down to a steady ninth place before his team leader, one Jack Brabham, took over and brought the car in seventh, the first British car home. A short while later the same "MacDowell" pushed Brabham all the way as the team took the first two places at an F2 Montlhéry. Then this promising fellow seems to disappear from the story, taken away by the RAF. Now, all these years later, MacDowell is back at the top of the tree, driving a car that Jack built, for Mike MacDowell is now the reigning RAC hillclimb champion.

If a conversation overheard in a Doune hotel at the end of 1972 was to be believed this fact was inevitable over a year ago. It was between two very experienced hillclimb followers and the obvious question came up, who was to be the next year's champion? The answer was immediate, "Mike MacDowell." "Yes," retorted the questioner. There was no argument, no discussion, it was all very final and made the following year almost a formality.

So it was, having learnt all the right ratios, the right settings from the previous year and with the quiet steady work of his mechanic, David Turner, Mike retained his 1972 mount, added his own unquestionable skill and went about winning the championship. He won half the fourteen rounds and only once fell below third place and that was at the one strange hill in the series, Guernsey's Les Val des Terres.

Reigning RAC hillclimb champion, Mike MacDowell, wheels spinning, climbs to another quick time in his Repco-engined Brabham.





MacDowel, a married man from Godalming, with two daughters and a director of Coombs of Guildford, used a car based on Tony Griffiths' 1971/72 mount. Basically it was an F2 Brabham chassis (owned by John Cussins), the BT36, modified for hillclimbing and fitted with an F1 740 series Repco V8, used before in Mike's Palliser and now a full five litres. The Cusmac car was immaculate in white and blue and showed allegiance to Shell who might have withdrawn from sponsoring the championship but can still use the champion in their advertisements. MacDowel will be back this year with the same car for what will probably be his final year, and one in which he can proudly bear the coveted number one.

What of his rivals? Those two men who used to share the title were both still very quick. David Hepworth scored a second and a third, suffered a broken transmission on the Guyson Sandblast Special and spent the rest of the year getting through as many InterSerie engines as possible. Sir Nicholas Williamson however stayed the course and challenged MacDowel hard. His championship winning March 712S had changed its name (to "Marlyn"), its motive power (to a series nine Cosworth DFV) and lost much of its ability to go round corners. Thus Williamson's efforts bordered on the legendary ten/tenths a little too often and we saw how only a real expert can drive. Thus when it rained hard at the beginning and end of the season nobody could stay with him while a third win was achieved with a display of sheer bravery at the very fast Barbon hill.

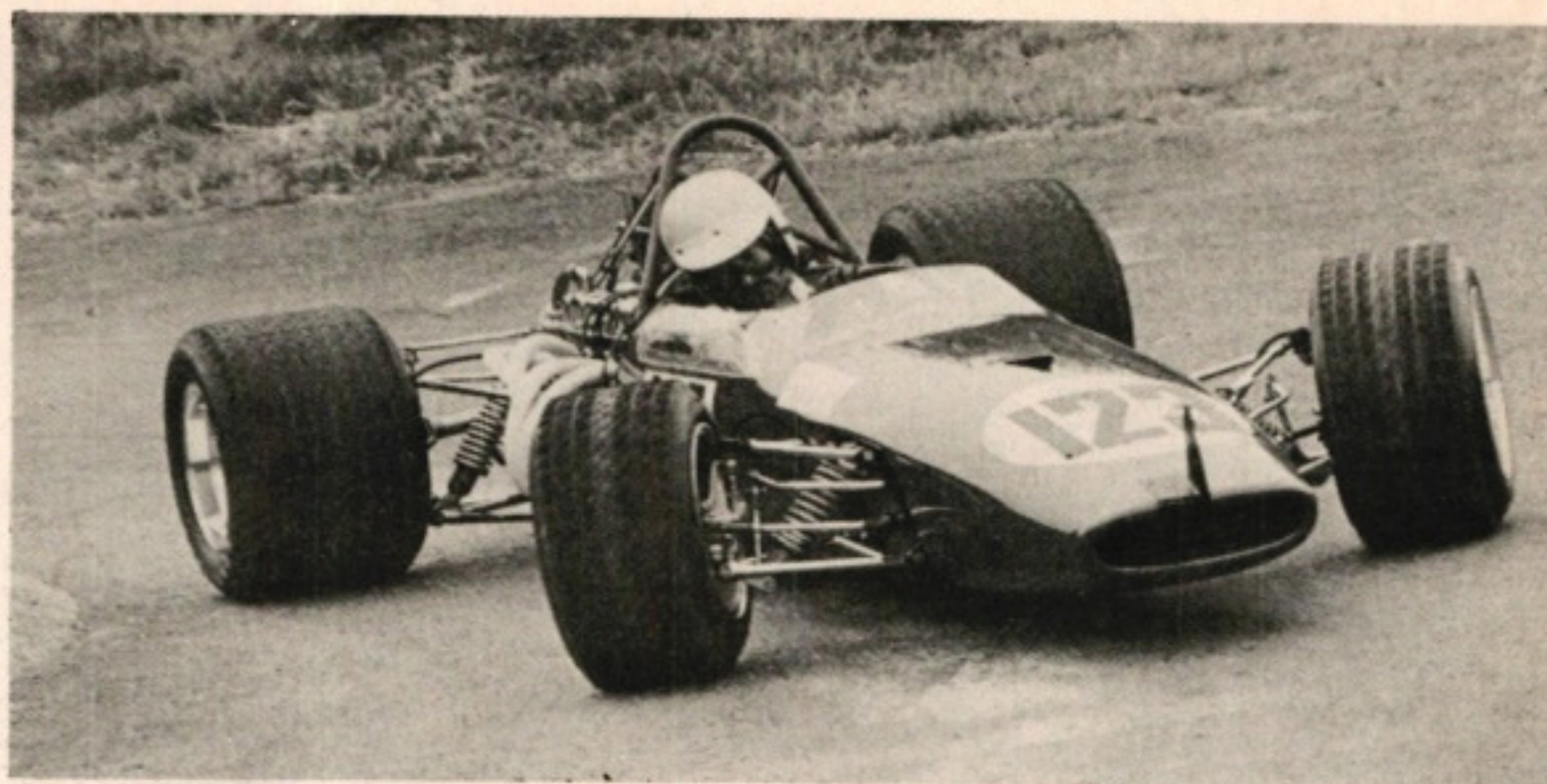
Pushing Williamson in the championship was one of the two drivers who found themselves in the winners circle for the first time, Richard Thwaites. Still using the ex-David Good McLaren M10B with its home brewed, single carb, Camaro lump Thwaites showed his new sponsors, Eastern Carpet Stores, what he could do winning a couple of rounds and getting the front wheels well off the ground under power coming out of Gurston's Carousel (and they say the drivers weren't trying that day!). Thwaites' other achievement was to be the first winner of the Castrol/BARC FTD award.

The other newcomer to first place was the find of the season. Twice Leaders Champion and with records and successes all over the country Chris Cramer embarked on a season of top ten climbing with the Grünhülle Lager Special, a March 723 with 2-litre alloy Hart BDA. The first half of the season was a steady progress to success, a second place at Bouley, a win a few days later in Guernsey and an annihilation of the opposition a week later at Great Auclum. But trouble had set in and broken camshafts and various other problems ruined the rest of the season when Chris could really have shown a thing or two.

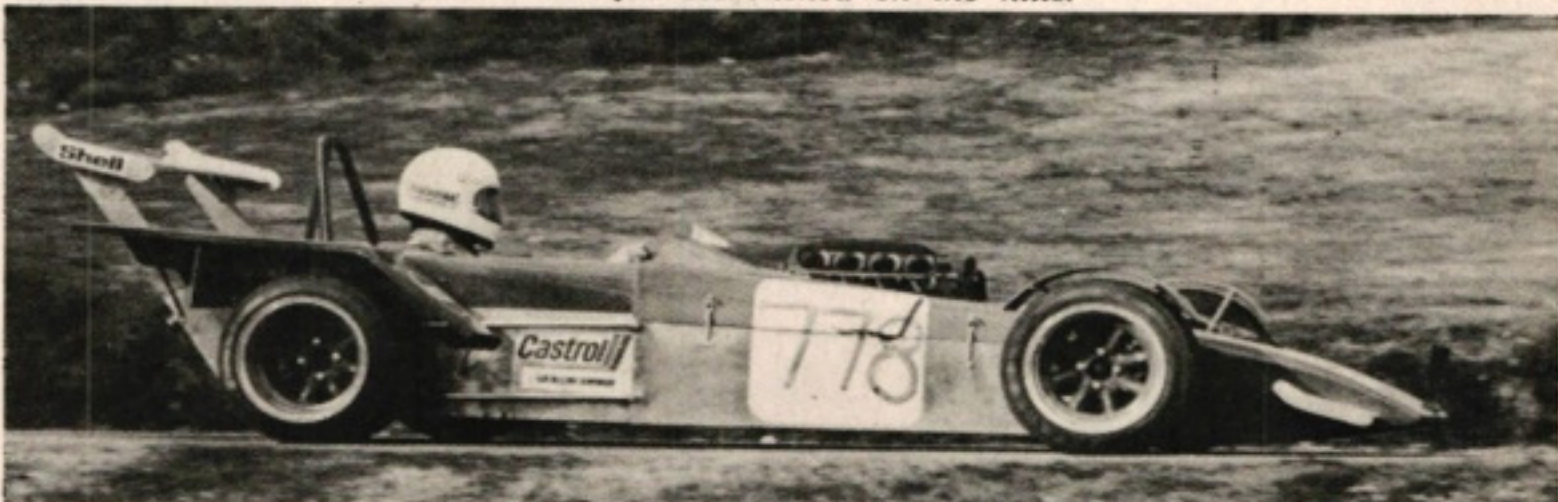
Splitting these two in the championship came the consistent Roy Lane who claimed to be happier now that Webers had replaced the fuel injection on his Manpower McLaren M14D but was still unable to win a round. He often looked like doing so though and gained a crumb of comfort from a brilliant win at Wiscombe's Climb of Champions. One other driver must be mentioned although he only came eighth. Peter Boshier-Jones has retired again. Possibly a "Moss" of the hillclimb world, the finest not to win the championship, the Welshman neatly mastered a Brabham BT21/23C that looked positively obsolete in the paddock and yet with which he could regularly beat all but the very best.

Down in the other classes all attention focused on the Mallock U2s as they set ultra competitive times and that terrible trio of Alister Douglas-Osborn (Mk 12), David Morris and Richard Jones (Mk 11Bs) seemed to shame most of the rear engined machinery. While Morris used FVA power the other two started with Vegantune twin cams, Alister changing to a BDA which proved to be his undoing. In spite of everything the only championship they took was David's reclaiming of the Prescott Gold Cup for Alister lost the Leaders at the last moment and Richard also claimed second place in the Castrol/BARC with a tremendous last minute effort.

It was a pity that having succeeded Shell



Peter Boshier-Jones ran the season in great form with this Brabham BT21/23C, and then retired—again. Below: David Morris' FVA-engined U2 Mk 11B reclaimed the Prescott Gold Cup in a season that saw the marque established on the hills.



as the sponsors of the Leaders championship Woking Motors didn't make more of it. As it was we had a very popular winner in architect Alex Brown, who stormed down over the Scottish border with his partner, David Fyfe and a long suffering Ginetta G17. He didn't take the championship lead until the very end for Douglas-Osborn had seemed all set to win it, then lost out with his new engine and finally suffered a seized gearbox at the final where the Pink Mouse from Edinburgh took a fine class win and the title on a tie breaker.

As a direct contrast Mike Flather romped away with the Castrol/BARC championship

with his Mini-Cooper, which led to some of those who don't like being beaten to complain that superchargers ought to be banned or restricted. Along with the use of silencers and the cutting of classes to suit the new 20 per cent restrictions controversy could be creeping into hillclimbing. Already the lack of Armco ruining the picturesque Carse hill has caused the two Dounes to be withdrawn from the championship. However, just remember when hillclimbing is mentioned, just how little fuel a hillclimber uses during the course of an event!

IAN WAGSTAFF

## PRODUCTION CAR TRIALING

Surviving in mid season the Dellow dilemma and latterly the possibility of a tie with possible embarrassing entanglements, the BT&RDA Production Car Trials Championship of 1973 turned out to be one of the best run by the Association and there is no doubt that those who won awards did so as the reward for consistent skill and ability.

The new points structure whereby competitors competed against each other in classes and not, as previously, taking points on an index of performance scale, was an unqualified success and this was represented by an increase of 20% in the number of championship entrants, the final figure being 98. Now that the problems of Class 4 have been resolved it is to be hoped that the total will be well into three figures for this year. The new Class 5, by way of recapitulation, is for Chrysler-engined cars over 925 cc, Dellow, Denzel, Fraser Nash, HRG, Lotus 7, and any others not normally produced in excess of 500 units. The regs do not stipulate Ginettas or Clans, but this is probably an oversight.

With one or two notable exceptions where clubs are a law unto themselves and simply refuse to accept advice of any kind, the quality of events was good but it is a feeling of many competitors that the standard of marshalling is not as uniform as it should be. Another criticism still voiced, albeit infre-

quently, is that one or two events are still run with unnecessary frills demanding more marshals than necessary in the wrong places.

By and large the regular competitors were the same as in the previous year and all too infrequently did any of the experts from either the north or south venture to areas outside their own patch. The idea of splitting the championship into two regions is now surely a matter which the organising committee must put high on their lists, for the series could well end up as the Men of the Midlands championship (with apologies and acknowledgment to the brewery concerned!). The idea of a grand finale à la autocross or sporting trial, has been talked about for several years and now surely is the time for action for 1975.

The fact that the first 14 places plus all the major awards went to drivers living, with one exception, almost within spitting distance of each other, does not mean it was any the easier to win and all credit must go to Geoff Spencer who rattled up 10 class wins with either his Mini or his Cooper in what was the most hotly contested class of the four. With men of the calibre of Messrs. Hodgson, Williams and Darbyshire pressing him at almost every event, he withstood the challenge extremely well even though his nerves were getting frayed towards the end of the season.

If Spencer was the ultimate star then Denis Wells, who topped the overall score sheets with 159 points and included eight class wins, also rated a five star billing. In his ancient





Mike Hinde's Clan, above, put paid to Bill Moffatt's chances in the BT&RDA championship. Below: a burst of success towards the end of the year brought the Alan Eadon Trophy to bustling butcher, Brian Betteridge (Sprite).



and dilapidated Skoda he performed some near miracles on occasion and even the boisterous Mac Hazlewood had to admit the Skoda was more than a match for his famed Mexico which carried all before it until mid-season.

Wells was the only driver to contest all 18 rounds and only twice did he fail to get into the first three. Mike Stephens who, along with Hazlewood, led the class early on, went missing for a six event period at about half distance and the consistent Dave Slater appeared to challenge Wells. With his Anglia Estate, superseded eventually by an Escort Sport, he inflicted two defeats on the class winner and he will certainly be a man to watch in the future.

Only 16 people scored points in the sports car class and of these only four gained marks at more than four events. In spite of the dearth it was nevertheless a reasonably close battle with Mike Harrison yet again collecting the honours but only five marks better than Don Hobbs. The two Midget men won 10 of the rounds between them, six going to Harrison, and Brian Betteridge had a purple patch with his Sprite midway through the year and collected a brace of wins. Nigel Brown brought his Dellow along to four events and, not unnaturally, went away with four class wins. The championship's only regular lady competitor, Jean Hazlewood, again campaigned her Sprite to retain the Nancy Mitchell Trophy. Four times she came within an ace of causing red faces among the monopolising males and although she later missed a third of the series she still finished 12th overall!

The reappearance in the rear engined class of the redoubtable Mike Hinde, not a BT&RDA Championship contender, put paid from the start to any hope Bill Moffatt had of retaining his title of overall champion for the fourth year on the trot. All credit, however, to Moffatt who contested all but one of the events, won six and never finished outside the first three with his Imp, now in its 11th year of service. Towards the end Moffatt slotted in a bigger engine and if he decides to persist with this in 1974, this may leave Class 4 to a pair of other Imp men who were fairly regular in their attendance.

Mike Leech, who finished third on six of his eight scoring appearances and Dave Carr, who rounded off his season with a fine class win, could well be the men to watch for; of the other 14 competitors to score points only Nigel Roper scored on more than four outings.

The 1974 series commences with the Dudley Tocky Bonk the first weekend of February and 20 rounds are scheduled compared with the 19 due to be held last year, of which the last was cancelled. No hard and fast rule has been made as to how the RAC's 20% reduction will apply, matters being left to individual clubs to determine with their own particular circumstances to be considered. The majority of the establishment are expected to perform in their 1973 cars but Class 5 is very much of an unknown quantity as the deadline for this article was reached.

**DEREK HILL**

## RALLYCROSS

The club rallycross season was more than somewhat overshadowed last year by the Embassy European rallycross season, which also deprived the tracks of some of the better known drivers and resulted in a reduced club programme in this country. However, the Embassy series, which embraced many countries in Europe, allowed the British public the chance, either on TV or at Lydden, of seeing a much more varied selection of cars than normal and this at least, was one high point of the season.

Perhaps the other high point was the domination by John Taylor in the Haynes of Maidstone Escort, with help from Ford, of the European season. Whilst he was still confronted with the Minis of Hugh Wheldon, Nick Jesty, Tom Airey and Dave Preece in Europe, he had his hands more than full with the likes of Franz Wurz's Volkswagen and the de Rooy brothers in their Dafs. Finally, who should come up to steal some of the thunder but his fellow Escorteer Rod Chapman in the Stormont entered car, and no rallycross season could have provided a finer finish than the tie which confronted officials at the close of the season on the European series second visit to Lydden. However, it was decided in favour of John Taylor, even though he won neither of the runs at his home circuit.

Variety is the spice of life they say, and even if they weren't competitive, the various makes that appeared in rallycross rounds certainly made for interesting spectating. Works rally Saabs, with no less than Per Eklund and Stig Blomqvist appeared more than once, Alpines, Porsches, many VWs, a BL Morris Marina complete with V8 Rover power, and of course the mighty Mercedes of Franz Pickel, were just some of the cars to be seen in this country and abroad. However, none could match the Escorts even though Taylor was a stranger to a number of the circuits.

The variety was not quite so noticeable on the home circuits and still it was the Minis with various engines and varying Escorts that dominated the scene. There was the occasional VW, the Dowson Northall Dolomite-engined GT6, the de Rooy's came over for the occasional non-championship event and the V8 Marina appeared once. The G1 idea, which has been tried once or twice since rallycross came into being contributed rather more to the fields in terms of different models, but with many of the cars coming from the rallying fraternity the fields still looked rather like AVO's backyard. However, the idea itself has still to attract more competitors for although the fields may be varied, they are still rather thin.

Martins/Texaco once again went ahead and promoted a club championship which lost some of the leading lights of previous years who had perhaps devoted too much time and money on the European season. However, it was perhaps galling to many of the club competitors that Haynes of Maidstone had not run out of liquid for still John Taylor came, and still his consistency led him to greater rewards and faster runs. In general the Escort was good in most conditions although mud still proved a problem up at Croft, even though he won in the mud at a televised Lydden meeting.

However, it was not Taylor's championship, for even though the competition was keen, the muddy conditions occasionally caused the Escorts to be well beaten, and in the end the championship went to Nick Jesty, a driver who slowly began to dominate Mini proceedings towards the end of the year. Peter Vaughan who did so well at the beginning of the year, Don Gilham who also shone during the season and Brian Stabler have all appeared in Minis at one time or another during the season, but it has been Jesty who has come out on top as the season progressed. Both Hugh Wheldon and Tom Airey contested the European season, the former with British Leyland International but





Top Mini men, above, Don Gilham closely followed by Brian Stabler. Below, Hugh Wheldon at a European round.



it was the latter who seemed to do better than all the BL entries although at home, Wheldon continued to battle against the club drivers with some success. Mick Bird and Keith Stones too found success in the club championship, whilst Keith Ripp, and Gary Streat were others to regularly feature in the rallycross top ten.

## ROAD RALLYING

The excitement of an excellent season of road rallying was soon forgotten at the end of the year by two particular events, firstly the announcement of the Green Paper which people deep in the heart of the RAC felt would enable them to understand more clearly the purpose of road rallying, and then the fuel crisis which brought, by Government desire, a halt to sport altogether. But as bad as these events may have seemed to be at first light they paled into insignificance when

Nigel Rockey and Paul White won both the C/MN and Ford Mexico championship. Double success!



This year, too, has seen a reduction in the number of prototypes on the rallycross scene. In the past, both British Leyland and Ford have devised machines such as the four wheel drive Capris etc, destined to do battle in a David and Goliath sort of way, but the year has really only seen the Marina with V8 power from British Leyland although Ford have a Cortina with BDA power which is rumoured to be taking to the tracks later in the year.

The future continues to look good, with Embassy pouring in more money for the European season and more Rally names being seen around the tracks. Ford are continuing with Haynes of Maidstone and another car to be shared around their rally team, but British Leyland International have had a disappointing year with the Minis and only the Marina is scheduled to appear under their banner. Saab, whose works drivers and cars came from the rally world, will be continuing in rather more rounds next year and no doubt the de Rooy brothers will be out and about in the Dafs. The first rallycross of the season took place last weekend, and may be a pointer to the fortunes of many drivers for the coming season.

people slowly realised how ineffectual the governing body appeared to be. How on earth rallying, and particularly road rallying, is going to work again in the near future in the present climate is very hard to see. How on earth the RAC can suggest changes in the running of rallying when they cannot get any sort of rallying back on the roads is amazing.

1973 was a wonderful year! There was variety unbounded. One C/MN event would be won by a Porsche Carrera, and the next by a Mexico which was virtually in G1 trim. The Mexico series was improved out of all recognition by better choice of rallies and

by the incentive of the quarterly awards. Only one bent engine in the Mexico series was discovered, and there is every reason to think this was unintentional so far as the driver was concerned. Four C/MN events went to RS1600s, four to Mexicos, three to Porsche Carreras and one each to Escort TC, Datsun 240Z and Vauxhall Viva.

The power that people expected would rule the sport last year was Dealer Team Vauxhall, run by Chris Coburn who engaged George Hill and Frank Pierson, probably the best road rally drivers around. Whereas Hill eventually was able to get the better of the car, winning one rally and unlucky not to win two more, Pierson was not and gradually became very frustrated and dispirited. Coburn set out to use road rallying to develop "Group 1½" cars and gradually began to win the battle. Chrysler Dealer Team set about a similar programme with Colin Malkin in an Avenger and learned a lot though there is only one third place to remember the season by. Clan Motor Company made enthusiastic promises at the start of the year as well, but as the company fell by the wayside so the sponsored car of Alan Conley became more and more a private endeavour. The Datsun 240Z which won the Rally of the Vales was one of the 1972 works cars and was entered by Old Woking Service Station. Kevin Videan drove magnificently to win the Vales after Rockey and Brookes both retired, a very unsuitable car on tyres which scarcely helped.

The Mexico performances of Brookes and Rockey are a legend. Brookes drove Mexicos exclusively, for Brooklyn Garages, and the latter alternated between a Mexico and a mildly prepared RS1600 for Hoopers of Bristol. The year before Harold Morley succeeded with a very powerful RS1600 which he was able to drive smoothly and well within his capabilities. This year the cars of Rockey and Brookes were driven as hard as you can imagine. The Mexicos, particularly, destroyed many preconceived ideas. Many people felt that the future of road rallying would be assured if cars of unlimited power were banned, but Mexicos proved they were more of a menace than anything. People felt that (virtually) standard car rallying would be uninteresting, but there has been far more commercial involvement with the Mexicos that pure C/MN cars, people felt that standard car rallying would breed bad habits and deny an ambitious driver the chance of developing his style. When Russell Brookes came second this year on the RAC championship Jim Clark Rally, and Tony Pond came second on the similar Dukeries (both times beaten only by Roger Clark) it became obvious that both Mexicos and road rallying provided training facilities that had not been appreciated. Mexicos reliability enabled drivers to make much more use of their experiences. They finished practically every rally they started. About the only hope that was not realised was from the cost angle. With Mexicos, initial capital outlay is quite high and a hard-driven car is not rallyworthy for long. Both Brookes and Rockey were seen in three different Mexicos last year.

The future is bleak as we have seen. Even if everything at Pall Mall was rosy, Castrol have withdrawn after five years in favour of supporting special stage events and Fords, for a variety of reasons are keeping Mexicos on stages exclusively. People forget that road rallying in many areas is the only exciting activity that ever happens. Anyone who mingled among the crowds watching the C/MN rallies could not have failed to realise this. The Welsh Association are one body particularly conscious of this, and many people feel that area associations who, after all, have to live with any trouble that road rallies create, should control and authorise road events. But when our governing body is based many, many miles from the scene of such rallies; is advised by committees whose members have seldom if ever seen such a rally and who is not directly representing the competition licence holder, what future can we hope for?

**MARTIN HOLMES**



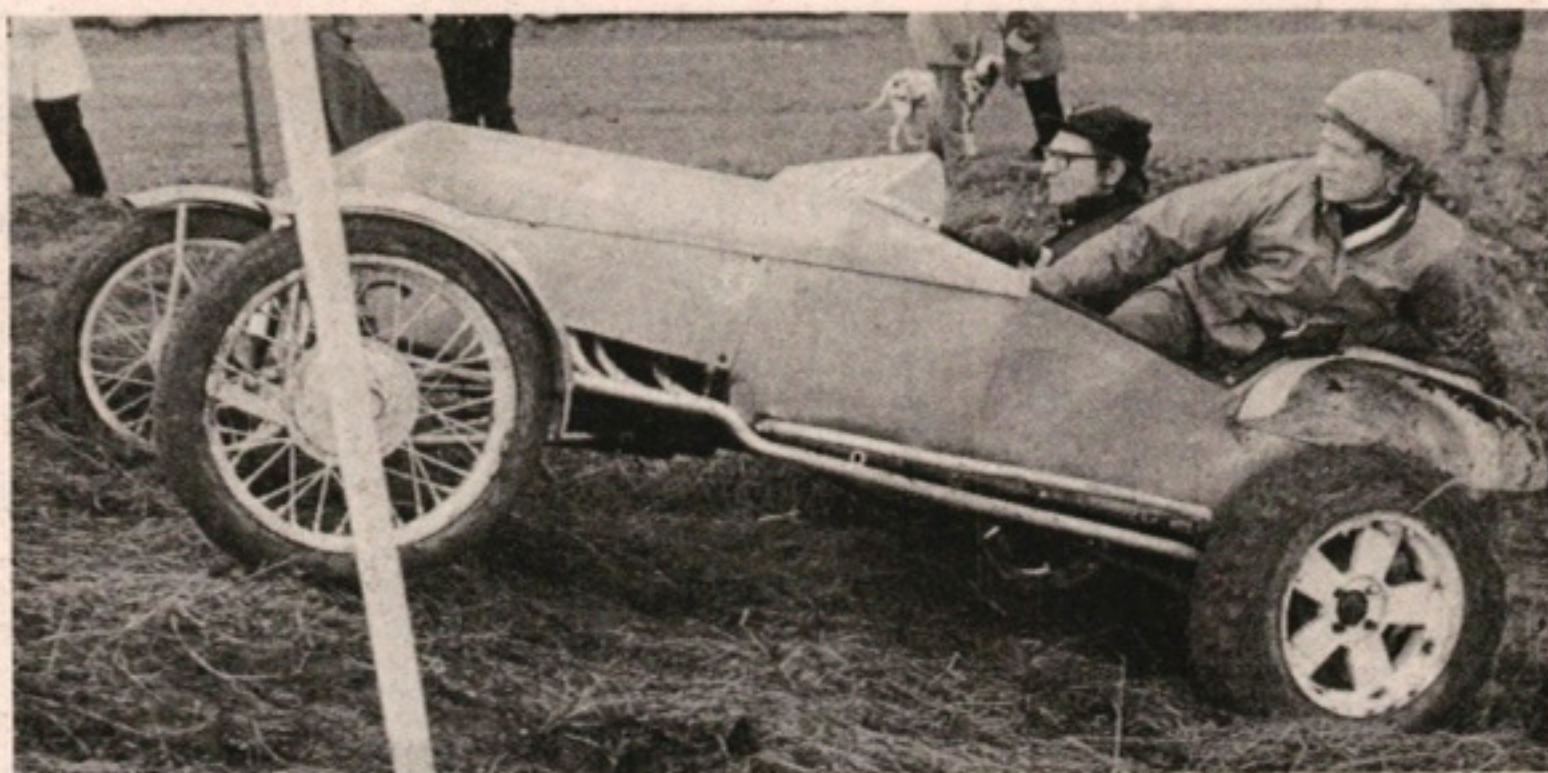
## SPORTING TRIALS

Dominating the 1973 season has been the Kincraft which in the hands of its constructor, Jack Pearce, and two customers, Tony Harrison and Reg Allen, has shown the field a clean pair of heels in 12 of the 21 events which make up the full season. Not surprisingly, of the 17 RAC rounds, nine fell to the Pearce/Harrison duo, and there was little doubt from the beginning of the season that failing supernatural intervention Jack would repeat his Championship victory of 1972. The gods stayed their hands and Pearce gained a convincing victory!

Whilst the Semperit/BTRDA Championship trial also fell to Kincraft power it was the hands of Harrison which guided it to success and robbed Pearce of the "Grand Slam" achieved the previous year. Without a doubt Tony would have figured in the RAC results had he not been rash enough to part with the Mk II Kincraft to Dennis Allen at the beginning of the second half of the season before the Mk III version became available.

With Ivor Portlock appearing at more trials in the season than almost anyone else and striking form in the Dryad during the middle part of the season it was left to Lol Hurt to prevent a Midlands walkover in the sport. A model of consistency Hurt took his BMC Special into first place on three occasions, second on four and topped up his eight eligible placings with a third. His was a well-deserved second place in the RAC Championship but it remains a pity that he steadfastly refuses to compete in the Semperit/BTRDA Championship Trial.

There has been a welcome spirit of innovation in the cars which have appeared during the course of the season and whilst the latest Kincraft is unique in sporting a rollover bar, its basic concept remains similar to its predecessors in outward silhouette and reliance upon Renault power. Julian Fack has, on the other hand, caused quite a stir by coaxing



Ivor Portlock campaigned this modified Cannon in 1973.

impressive performance from the one litre Imp engine installed in Portlock's old Cannon, aided no doubt by a much lightened front axle and revised suspension. It is interesting to contemplate what the Kincraft might have achieved with this unit since the original version was designed about this engine.

At the opposite end of the scale David Moore achieved a "first" when he shoe-horned a Moskvich engine into his venerable Cannon.

John Benson brought his latest creation to the start at the opening of the second half of the season and whilst it shows a logical development from the Jabford, the Jab is now motivated by BMC power. Prostitution of the Cannon was completed when the puritanical Ralph Needham cast out his side-valve Ford in favour of the Longbridge product; Gibraltar my yet tumble!

In deepest Kent spanners were wielded to good effect by the Ibeex builders and Gordon Jackson duly unveiled a car powered by a bored-out Ford Escort lump. Teething troubles intervened during the debut, but by the time the Championship was held the device was all he could have hoped for and took him to a respectable second place ahead of Colin Taylor.

The anticipated chassis production from the Northampton area failed to materialise and Norman Manser has yet to have a drive in

the prototype whose existence has been rumoured for some time.

Fields have been no more than average, the early season trials being dogged by unprepared cars whilst there has been a tendency for more drivers to limit their appearances to events within the immediate proximity of their homes. This is especially true of the southern based drivers who clearly feel that north of St Albans the natives wear woad! By a strange quirk the first trial of 1974 attracted the largest entry for years despite restrictions upon petrol.

Petrol economies have hit the sport, however, the Gloucester Trial failing to materialise in deference to the marshals who were finding fuel so difficult to obtain at the beginning of December and could not with justification have been asked to journey a hundred or more miles in search of sport. Since the average trials car consumes less than a gallon and a half during the course of a day's sport and attracts only a small spectator following, the consciences of organising clubs should be easily cleared by the 20 per cent reduction in the total number of climbs arranged during the day.

Several clubs have welcomed the assistance offered by the "Rent-a-Hill" volunteers both in the laying out of sections and the marshalling on the day. Clearly much of the improvement in the standard of organisation at sporting trials is attributable to their efficiency and although Geoff Wallis's desertion to the ranks of the drivers has been a loss, the remaining stalwarts can be seen at most events throughout the country.

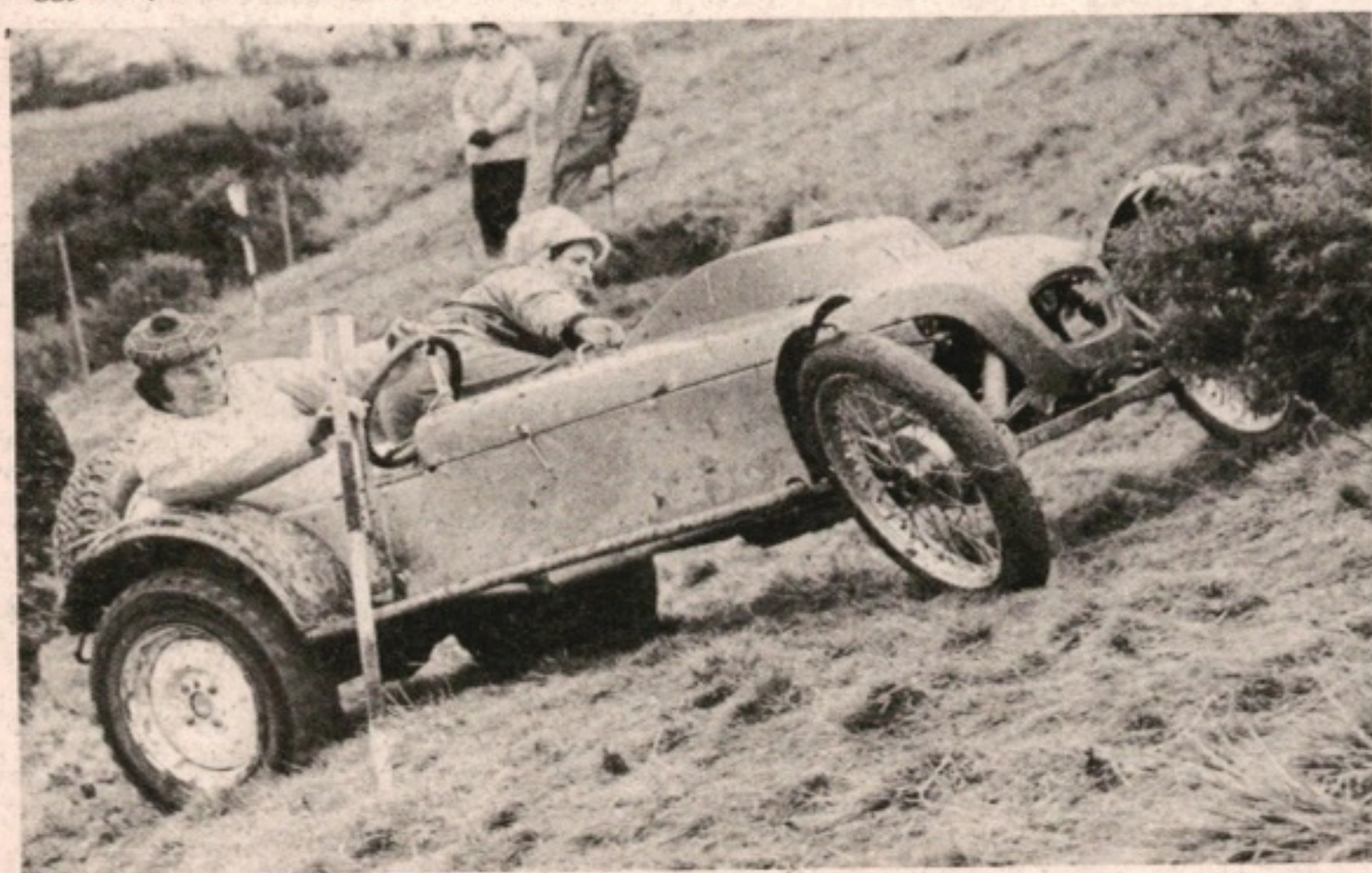
Clearly the interest of Stirling Moss in the sport will add to its acceptability but until a source of new cars has been discovered the already sizeable list of would-be competitors will remain disappointed. No better tonic could be injected than a sizeable number of new faces and it is rather sobering to note that of the winners of events this year only two, the brothers Reg and Dennis Allen, have attained overall victory for the first time. The sophistication of cars has generally made itself felt although Norman Manser achieves prodigious climbs in his tired-looking Cannon, which enjoys only Ford side-valve power, and can never be overlooked amongst the lists of potential winners as long as the car holds together.

Despite flirtations with various makes of tyres the Semperit M401 has become the almost universal wear of any serious competitor. A natural reluctance to accept without demur the product of the sports sponsor has been overcome by the clear superiority of the tyre for this type of event. It has made Colin Taylor's promotional task a good deal easier than he could possibly have anticipated and is a just reward for the confidence in the sport so materially expressed by Semperit.

**GEOFF HERRINGTON**



Sporting trialists Lol Hurt (left, above) and Jack Pearce. Below, Tony Harrison and wife Peggy comprised a major part of the Kincraft onslaught.





## Harold Morley retires

Ex-Motoring News rally champion Harold Morley has announced a complete retirement from motor sport and rallying. Morley has stated that "to advance further, I would probably have to become more professionally involved and this I cannot do because of my dental, family and business commitments."

Harold is not withdrawing from competitive sports activity however, for he has just bought two show jumping champions and plans to enter competition jumping and eventing.

Morley's latest lightweight Porsche Carrera is offered for sale in full international trim and completely free from rally mishaps at a price of something over £7000 or in exchange for a new 911S Targa in full road trim. Harold would like to thank all previous sponsors who have helped assist with his years of rallying exploits.

Bearing in mind the success with which the Baillie brothers, John and Robert of Milnathort in

Scotland, have had in rallying after being leading figures in the show jumping world the future augurs well for Harold Morley to do just the opposite with equal success.



Harold Morley.

## Promising entries for Circuit

With ten weeks to go before the Circuit of Ireland International there are already over 70 reserve entries and entries of which almost half are from cross-channel competitors. Some of the notable over water crews include Will Sparrow and Nigel Raeburn (DTV Firenze); Chris Beynon/

Lyn Andrews (Escort TC); Kevin Videan, Datsun 240Z, and three Alpines with drivers Peter Smith, John Price and Geoff Shepherd. Others include John Gemmel, Malcolm Harvey-Ross and up and coming driver, Clive Holker, who finished eighth last October on the Lindisfarne, his third-ever national rally.



Rae's Kleber/Wheelbase car on a night stage of the Arctic Rally.

Jimmy Rae, who drove on the Marlboro Arctic Rally as his first event with the Kleber/Wheelbase Scholarship car, finished the rally—albeit in 41st position from a total of 44 finishers. Rae, driving for the first time on a snow rally suffered from a number of excursions. One such incident cost Rae a penalty approaching 4000s and discounting this figure would

have placed the Rae/Porter Escort about 24th overall.

Jim Porter commented that his car control was "excellent over the wider, more open stages." Ford Competition co-ordinator, Tony Mason who went out for an hour of driving with Markku Alen reported afterwards that Alen's driving was dominated by "three separate feet, all pressing pedals at high speed!"

## Datsun plans

Although Shekhar Mehta's rally plans for this year are not confirmed his Lancia drive on the East African Safari, with Mike Doughty co-driving, is definite. Also on the Safari will be Sandro Munari (as reported last week) with co-driver Lofty Drews. It is likely that Mehta may well appear for Lancia on one or two more selected rallies this year.

Shekhar Mehta has been a loyal Datsun driver for five years and his surprise move from Datsun appears to have been due to increasing disgruntlement with the management ways of this Japanese manufacturer. Although Datsun GB are doing all possible within a tight budget, it is becoming increasingly hard for Datsun to follow a world-wide motor sport policy. There appear to be several overriding considerations to Japanese thinking, not the least of which is the energy crisis which is much tougher in Japan. The manufacturer is also having to follow an expensive emission control programme which is taking pride over other matters and in that way the rally programme is suffering as there is not sufficient funding for a policy of competition development and correction to continue at previous levels.

With Shekhar Mehta no longer available to spearhead the two-car East African Safari effort, Datsun have had to start making other plans. Part of them include giving the responsibility for organising the entry of the cars to Harry Kallstrom's co-driver Claes Billstam while the other problem is to find someone to drive the other car. Kallstrom is down to drive a 180 B while Mehta wanted to drive a 240 Z but since the Bandama, it looks as if everyone considers the 180 B to be the car most likely to win and quite a few drivers have been putting out feelers towards this drive.

## TAP Rally on—definite

Official confirmation has been received that the TAP Rally is definitely "on." The TAP, a world manufacturers round, is scheduled to take place over March 19 to 24.

● BP Motoring Sport's Indoor Table Top Rallies are proving popular with motor clubs. More than 120 clubs have applied for routes and BP are now considering making their rallies into a national championship.

## Flying Finns economy drive

Similar to the good public relations drive undertaken by Timo Makinen and Henry Liddon after the RAC Rally is a two day drive for Makinen and Mikkola from Rovaniemi, the Arctic Rally finishing town in the north to Helsinki. The cars they are driving to achieve the best possible fuel consumption are an Escort 1100 and a Taunus 1300. An overnight halt is scheduled at Iveskala on the route south.

## BTRDA forum—this weekend

The first of the BTRDA's four rally forums takes place this Sunday, February 10, at The Esso Hotel, Filton Road, Hambrook, Bristol. The panel will consist of Peter Cooper, BTRDA chairman, Richard Harper, Simon Bretherton and either Colin Francis or Mike Broad. The rally-in (the first of four, as listed last week) will commence at 2 pm and all are welcome. The meetings have been masterminded by John Foden who will be present at all four venues.

## Ford Feb. dates

The Ford Rallye Sports Dealer backed series of 33 forum-shows which gets under way with the first one at Hendy Lennox, Southampton, on February 17 continues with the following venues and dates: February 12, Tricentrol Cars (Chelmsford) Limited, Chelmsford, Essex; February 13, Reed & Co Limited, Torquay, Devon; February 15, The Godfrey Motor Co (Cardiff) Ltd., Cardiff; February 18, Peterborough Motors Limited, Peterborough, Northants; February 22, Johnsons of Gainsborough Limited, Lincs.

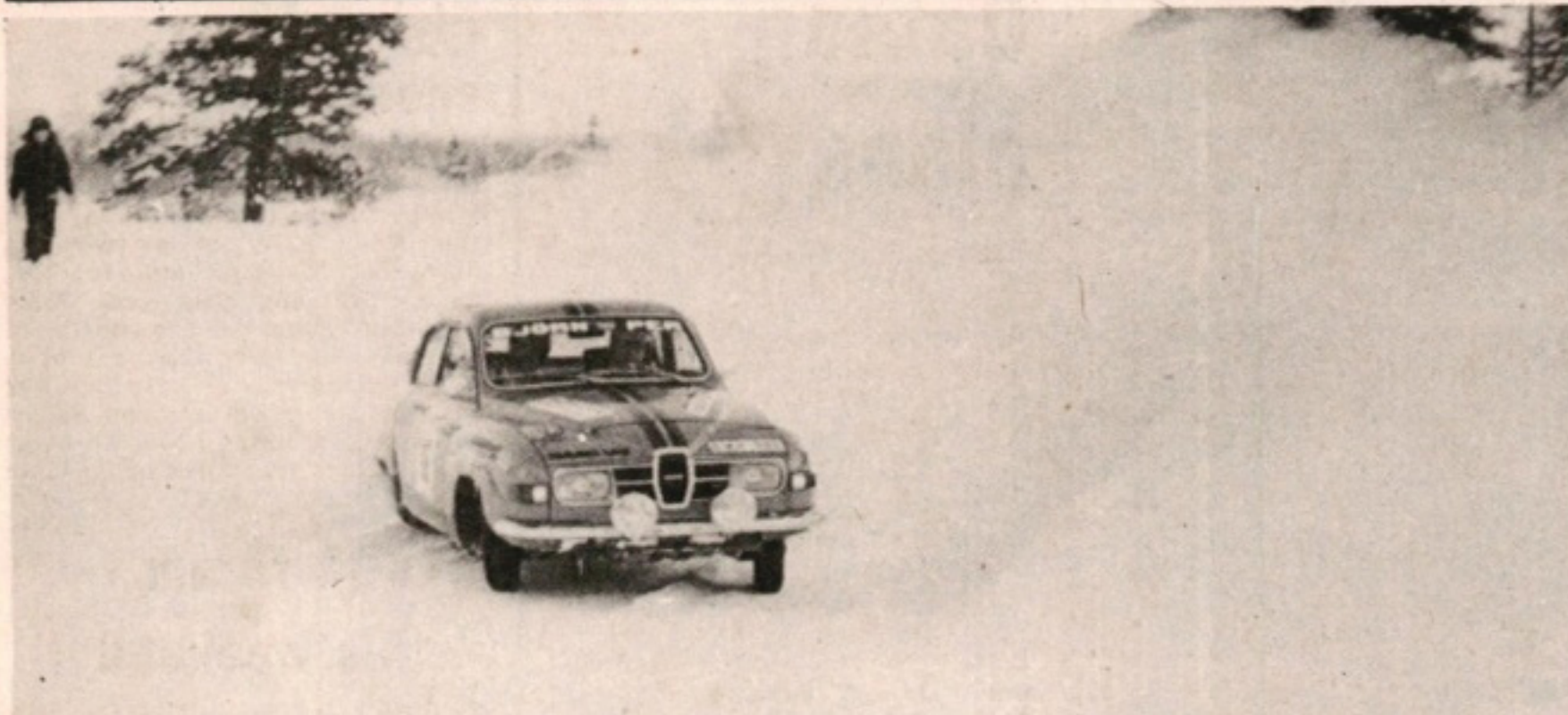
## Ingvar Carlsson drive confirmed

Datsun GB's TAP Rally entry will be a certain team of two cars, both of which should be the more powerful 260Z for regular driver Harry Kallstrom/Claes Billstam and the other car being "99 per cent certain" for Swedish BMW ace, Ingvar Carlsson. A third car may also be entered for Chris Sclater though at present it is unconfirmed. A fourth car driven by Mario Figueirego of Portugal will supplement the team.

● At a General Committee Meeting of The Royal Scottish Automobile Club held on Monday, January 28, Major J. B. M. Thomson was elected Chairman of the General Committee and President of The Royal Scottish Automobile Club and the two Vice-Chairmen are Mr Gordon F. Skilton and Mr A. Craig MacDonald.



# Special stage



Arctic Rally: Per Eklund/Bjorn Cederberg slalom through a well-covered stage.



Simo Lampinen/Juhani Markkanen, Finnish Saab V4.

Unlucky Rockey—he rolled on first night.



Crowded halt at Pallastunturi.

Jari Vilkas/Juhani Soini sort their "off."



## Liddon wins Halda award



Henry Liddon.

Henry Liddon has been awarded the Golden Halda given annually to the co-driver who has done most to aid his driver to victory. For his help in bringing Timo Makinen the outright wins on the 1000 Lakes Rally in Finland and the RAC Rally in England, the judges, who included Erik Carlsson and Gunnar Palm, decided that it should go to Henry. Perhaps the only man who doesn't know about it is Liddon himself who is receiving the UDT World Cup Rally route in Turkey at this moment.

## Special Safari trips to rally

East African Airways announced last week a special spring series of game safaris linked-in with the Safari Rally. All motor clubs are being advised of the special offer and additional information can be obtained from East African Airways in London or by telephoning Mike Broad at Cradley Heath 66700.

## Arctic: stage times

**SS 1 Ounasjoki 12.55 km**  
1. S. Blomqvist (Saab 96 V4), 562 s; 2. P. Eklund (Saab 96 V4), 574 s; 3. T. Rainio (Saab 96 V4), 575 s; 4. S. Lampinen (Saab 96 V4), 584 s; 5. J. Kynsilehto (VW 1600 S), 584 s; 6. M. Alen (Ford Escort RS), 587 s.

**SS 2 Oikkajarvi 6.35 km**  
1. S. Blomqvist, 324 s; 2. P. Eklund, 327 s; 3. S. Lampinen, 331 s; 4. T. Makinen, 334 s; 5. A. Kullang, 335 s; 6. I. Carlsson (BMW 2002 TI), 336 s.

**SS 3 Tautala 11.20 km**  
1. I. Carlsson, 504 s; 2. S. Blomqvist, 508 s; 3. H. Mikkola, 512 s; 4. A. Kullang, P. Eklund, 514 s; 6. T. Rainio, 517 s.

**SS 4 Ristilampi 37.30 km**  
1. H. Mikkola, 1544 s; 2. S. Blomqvist, 1553 s; 3. H. Palin, 1565 s; 4. P. Eklund, 1571 s; 5. I. Carlsson, 1575 s; 6. T. Makinen, M. Alen, 1580 s.

**SS 5 Akanvaara 35.88 km**  
1. T. Makinen, 1134 s; 2. S. Blomqvist, 1140 s; 3. M. Alen, 1146 s; 4. P. Eklund, 1155 s; 5. H. Mikkola, 1157 s; 6. T. Rainio, 1172 s.

**SS 6 "Hannu Mikkola" 48.11 km**  
1. P. Eklund, 1887 s; 2. T. Rainio, 1928 s; 3. B. Danielsson, 1930 s; 4. H. Mikkola, 1952 s; 5. I. Carlsson, 1963 s; 6. A. Kullang, 1970 s.

**SS 8 Jeesio 15.89 km**  
**SS 7 Orajarvi 8.93 km**  
1. M. Alen, 312 s; 2. S. Blomqvist, P. Eklund, 316 s; 4. T. Makinen, 319 s; 5. H. Mikkola, 321 s; 6. A. Kullang, 323 s.

1. S. Blomqvist, 647 s; 2. P. Eklund, 657 s; 3. Kullang, 679 s; 4. T. Rainio, 683 s; 5. T. Makinen, 686 s; 6. H. Palin, 687 s.

**SS 9 Raja-Jooseppi 15.52 km**  
1. T. Rainio, 637 s; 2. P. Eklund, 638 s; 3. A. Kullang, 644 s; 4. S. Blomqvist, H. Mikkola, 661 s; 6. I. Carlsson, 667 s.

**SS 10 Menesjarvi 11.70 km**  
1. S. Blomqvist, 453 s; 2. I. Carlsson, 454 s; 3. E. Temmes (Saab 96 V4), 463 s; 4. P. Eklund, 465 s; 5. T. Rainio, A. Allansson, 466 s.

**SS 11 Morottaja 10.80 km**  
1. I. Carlsson, 483 s; 2. S. Blomqvist, 489 s; 3. H. Palin, 496 s; 4. E. Temmes, 498 s; 5. P. Eklund, D. Petersson, 499 s.

**SS 12 Angeli 63.58 km**  
1. H. Mikkola, 2293 s; 2. I. Carlsson, 2300 s; 3. A. Allansson, 2330 s; 4. M. Alen, 2332 s; 5. Rainio, 2340 s; 6. D. Petersson, 2343 s.

**SS 13 Angeli Two—Cancelled**

**SS 14 Sevettijarvi 68.58 km**  
1. T. Rainio, 2690 s; 2. P. Eklund 2698; 3. I. Carlsson, 2718 s; 4. K. Malmgren (Saab 96 V4), 2790 s; 5. P. Atrikkala, 2821 s; 6. D. Pettersson, 2826 s.

**SS 15 Sevettijarvi Two 68.58 km**  
1. H. Mikkola, 2568 s; 2. S. Blomqvist, 2597 s; 3. M. Alen, 2602 s; 4. T. Rainio, 2611 s; 5. T. Makinen, 2612 s; 6. S. Lampinen, 2635 s.

**SS 16 Morottaja 10.97 km**  
1. P. Eklund, 485 s; 2. S. Blomqvist, 487 s; 3. A. Kullang, 499 s; 4. T. Makinen, K. Malmgren, 500 s; 6. T. Rainio, 501 s.

**SS 17 Menesjarvi 11.80 km**  
1. S. Blomqvist, 467 s; 2. P. Eklund, 475 s; 3. M. Alen, 476 s; 4. I. Carlsson, 479 s; 5. H. Mikkola, 480 s; 6. Allansson, 485 s.

**SS 18 Hanhimaa 17.15 km**  
1. T. Rainio, 556 s; 2. M. Alen, 561 s; 3. A. Kullang, 563 s; 4. B. Danielsson, 570 s; 5. T. Makinen, 572 s; 6. H. Mikkola, 574 s.

**SS 19 Raattama 33.92 km**  
1. S. Blomqvist, 1261 s; 2. T. Rainio, 1269 s; 3. P. Eklund, 1271 s; 4. I. Carlsson, 1293 s; 5. M. Alen, 1295 s; 6. H. Mikkola, 1300 s.

**SS 20 Raattama Two 29.80 km**  
1. S. Blomqvist, 977 s; 2. T. Makinen, 990 s; 3. H. Mikkola, 998 s; 4. M. Alen, 1005 s; 5. P. Eklund, 1007 s; 6. Kullang, 1022 s.

**SS 21 Jeesio 15.89 km**  
1. S. Blomqvist, 622 s; 2. T. Makinen, 658 s; 3. P. Eklund, 688 s; 4. I. Carlsson, 690 s; 5. A. Kullang, 695 s; 6. D. Petersson, 703 s.

**SS 22 Orajarvi 8.93 km**  
1. T. Makinen, 308 s; 2. S. Blomqvist, 310 s; 3. M. Alen, 311 s; 4. P. Eklund, 319 s; 5. S. Lampinen, 325 s; 6. T. Rainio, 326 s.

**SS 23 "Hannu Mikkola" 48.11 km**  
1. S. Blomqvist, 1876 s; 2. P. Eklund, 1937 s; 3. T. Makinen, 1947 s; 4. T. Rainio, 1965 s; 5. I. Carlsson, 1999 s; 6. M. Alen, 2012 s.

**SS 24 Akanvaara 35.88 km**  
1. S. Blomqvist, 1138 s; 2. T. Makinen, 1163 s; 3. M. Alen, 1172 s; 4. P. Eklund, 1188 s; 5. I. Carlsson, 1198 s; 6. T. Rainio, 1209 s.

**SS 25 Ristilampi 37.30 km**  
1. S. Blomqvist, 1494 s; 2. T. Makinen, 1511 s; 3. M. Alen, 1556 s; 4. P. Eklund, I. Carlsson, 1566 s; 6. T. Rainio, 1591 s.

**SS 26 Hautala 11.20 km**  
1. T. Makinen, 468 s; 2. S. Blomqvist, 476 s; 3. M. Alen, 491 s; 4. P. Eklund, 495 s; 5. T. Rainio, I. Carlsson, 497 s.

**SS 27 Oikkajarvi 6.35 km**  
1. S. Blomqvist, 316 s; 2. T. Makinen, P. Eklund, 323 s; 4. A. Kullang, T. Rainio, 326 s; 6. M. Alen, 327 s.

**SS 28 Ounasjoki Cancelled**





The Voyage's handling is virtually identical to that of the saloon and this Opel may well be called a sports-estate.

## Versatile Voyage from Opel

The Opel Ascona saloon, in its original 1.6 litre form, earned golden opinions for its handling and roadholding. When it was endowed with the high-performance 1.9 litre engine of the Manta Rallye SR, it won a reputation as a useful rally car. Now, General Motors have followed the new fashion for sports-estate cars by putting the bigger engine in their good looking Voyage. Along with the more potent power unit go a lot of special instruments including a rev-counter, a sports steering wheel, quartz-halogen driving lights, and wider wheels carrying low-profile, radial-ply tyres.

Estate bodies usually have less wind resistance than saloons, because of their longer roofs. There must be some extra weight but it can be quite small—less than a hundred-weight in this case. As the handling is virtually identical to that of the saloon, this Opel may well be called a sports-estate.

The design follows normal Opel practice. The engine is very much over-square and has a chain-driven overhead camshaft. Unlike many short-stroke units it has lots of low-speed torque, peaking between 2800 and 3400 rpm. The power peak is at 5100 rpm but one is permitted to go up to 6200 rpm. The chassis

design is orthodox, with wishbones in front and a hypoid axle at the rear. Alone among German manufacturers, apart from Ford, Opel retain the live rear axle, but they take a great deal of trouble in locating it.

The body does not look at all bulky, but there is a surprising amount of room inside, especially when the back seat is folded away. Personally, I would rather that the rear compartment were not carpeted, though it would suit people who only carry things like parcels. I used the car for carrying stakes for a fence and then rocks for a rockery, which needed lots of sacking and newspapers to protect the interior. For country purposes, an estate should have a rust-proof metal interior, to be cleaned out with buckets of water and a mop after use. However, town-dwellers will prefer the present arrangement.

With plenty of window area and slim screen pillars, there is an excellent all-round view. The driving position is good and the seats are comfortable. Very high marks must be given to the instruments, which are beautifully legible. The engine always starts at once on its automatic choke, real warmth coming from the heater in half a mile or so. The heating and demisting are powerful and easy to control, with four inlets for an ample supply of face-level cool air and warm air to demist the side windows. The doors fit particularly well and the interior treatment is attractive.

During this period of fuel shortage, I cannot carry out the elaborate and oft-repeated performance tests of my normal schedule. However, the 1900 SR Voyage certainly seems capable of a genuine 100 mph. The acceleration is also quite vivid, assisted by a good gearbox with a rapid change.

The engine is smooth and quiet at cruising speeds and does not become really noisy even when pressed. It is flexible and has plenty of low-speed torque but unfortunately it tends to rumble below 30 mph in top gear, unless one is careful with the accelerator. This encourages the driver to change down early, which is a pity when petrol saving is the order of the day. Nevertheless, it is not difficult to obtain better than 30 mpg under average conditions.

The ride is not particularly comfortable when the car is lightly laden but much better when there is some weight aboard. The anti-drive geometry of the suspension avoids unpleasant changes of attitude during hard

Familiar front of a rally winner.





# Road test

braking. Road and wind noise are both well suppressed, which is not often achieved with estate bodies.

Perhaps its handling is this Opel's best feature, the rack and pinion steering giving a fine sense of control; it is never heavy and gives plenty of feel of the road. In normal driving the car understeers, but only moderately. The speed through corners is surprisingly high, the anti-roll bars preventing too much lean. It is a compliment to the Voyage to say that the driver soon forgets its dual purpose role and treats it exactly as he would a good saloon.

On the road, the unusually high gearing gives effortless travel but the car is by no means over-g geared, fairly surging up hills in top, thanks to that lusty overhead-camshaft engine. Third is a very useful ratio with a high maximum speed and in happier times one would make much use of it. The makers have cleverly kept the overall dimensions reasonably small, for the machine is sufficiently compact to be very nippy in traffic—an extra inch here and there would have spoilt it.

After careful examination I have come to the conclusion that this Opel is a fine engineering job and better finished than most. There is plenty of room under the bonnet for working and the main components are accessible, but after negotiating some deep puddles I found that rather a lot of muddy water had settled on the engine, though without any detrimental effect. Another small niggle is that the hand-brake lever is a bit close to the passengers' seat, but all the other controls are very well placed.

The sports-estate is a modern conception which is becoming very popular. The traditional estate had rattles and draughts galore, but that is a thing of the past. This Opel is just as pleasant as a saloon to drive and much more versatile. Though the foreign exchange rate makes German cars expensive, this one still represents good value for money, especially to the discerning owner who really cares about quality.

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Opel 1900 SR Voyage 3-door estate car, price £1744.60 including car tax and VAT.

Engine: Four-cylinders 93 mm x 69.8 mm (1897 cc). Compression ratio 9 to 1. 90 bhp (net) at 5100 rpm. Chain-driven overhead camshaft. Solex downdraught carburettor.

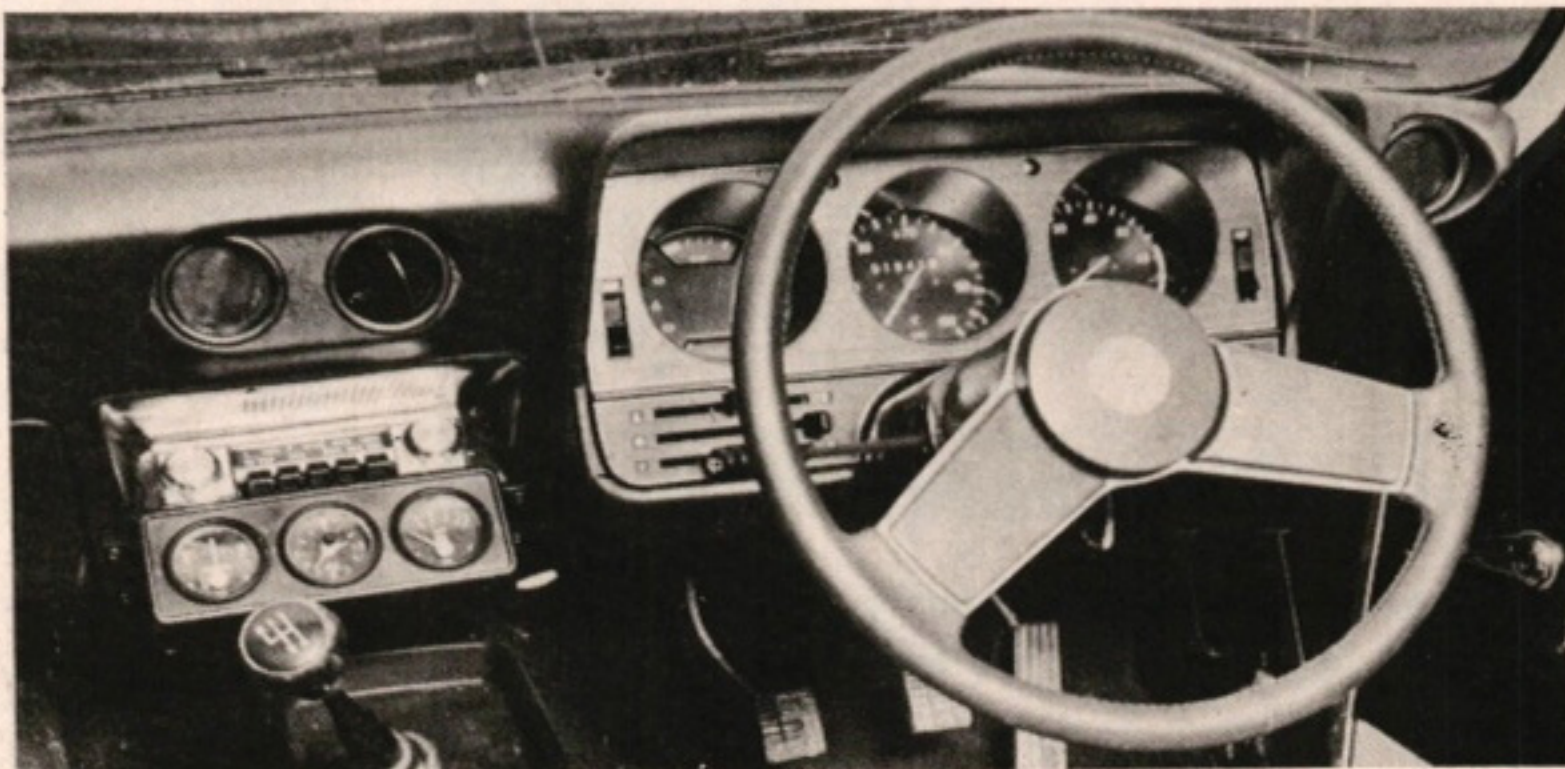
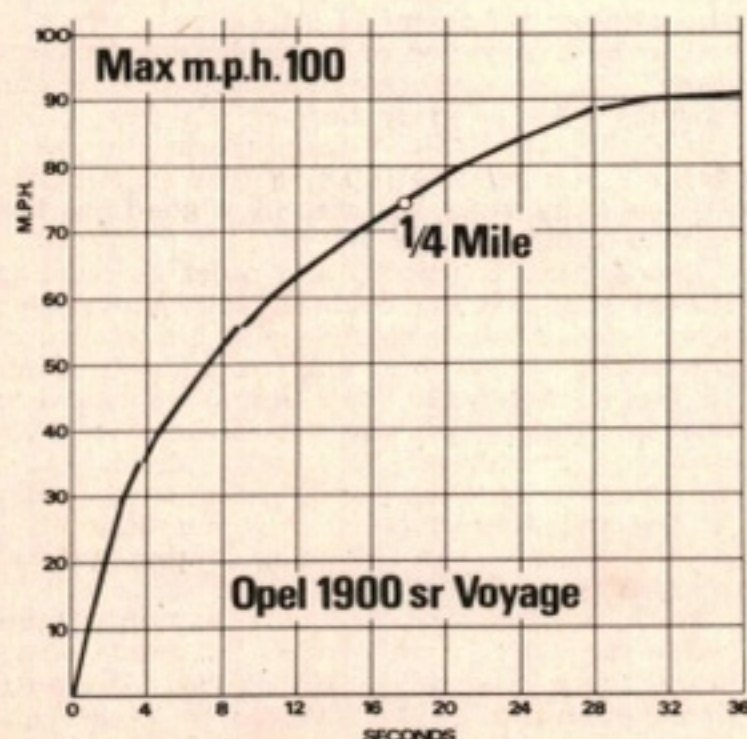
Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.366, 2.156, and 3.428 to 1. Hypoid rear axle, ratio 3.44 to 1. Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Rack and pinion steering. Live rear axle on trailing arms, torque tube, and Panhard rod with coil springs and anti-roll bar. Servo-assisted disc front and drum rear brakes. Bolt-on disc wheels fitted 185/70 SR 13 radial ply tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Ammeter. Oil pressure, water temperature, and fuel gauges. Clock. Heating, demisting, and ventilation system with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators. Reversing lights. Cigar lighter.

Dimensions: Wheelbase 7 ft 11.7 ins. Track (front) 4 ft 4.4 ins (rear) 4 ft 4 ins. Overall length 13 ft 8.6 ins. Width 5 ft 4.3 ins. Weight 19½ cwt.

Performance: Maximum speed 100 mph. Speeds in gears: Third 88 mph, second 56 mph, first 35 mph. Standing quarter-mile 17.8 s. Acceleration: 0-30 mph 3.4 s, 0-50 mph 7.5 s, 0-60 mph 10.6 s, 0-80 mph 20.5 s.

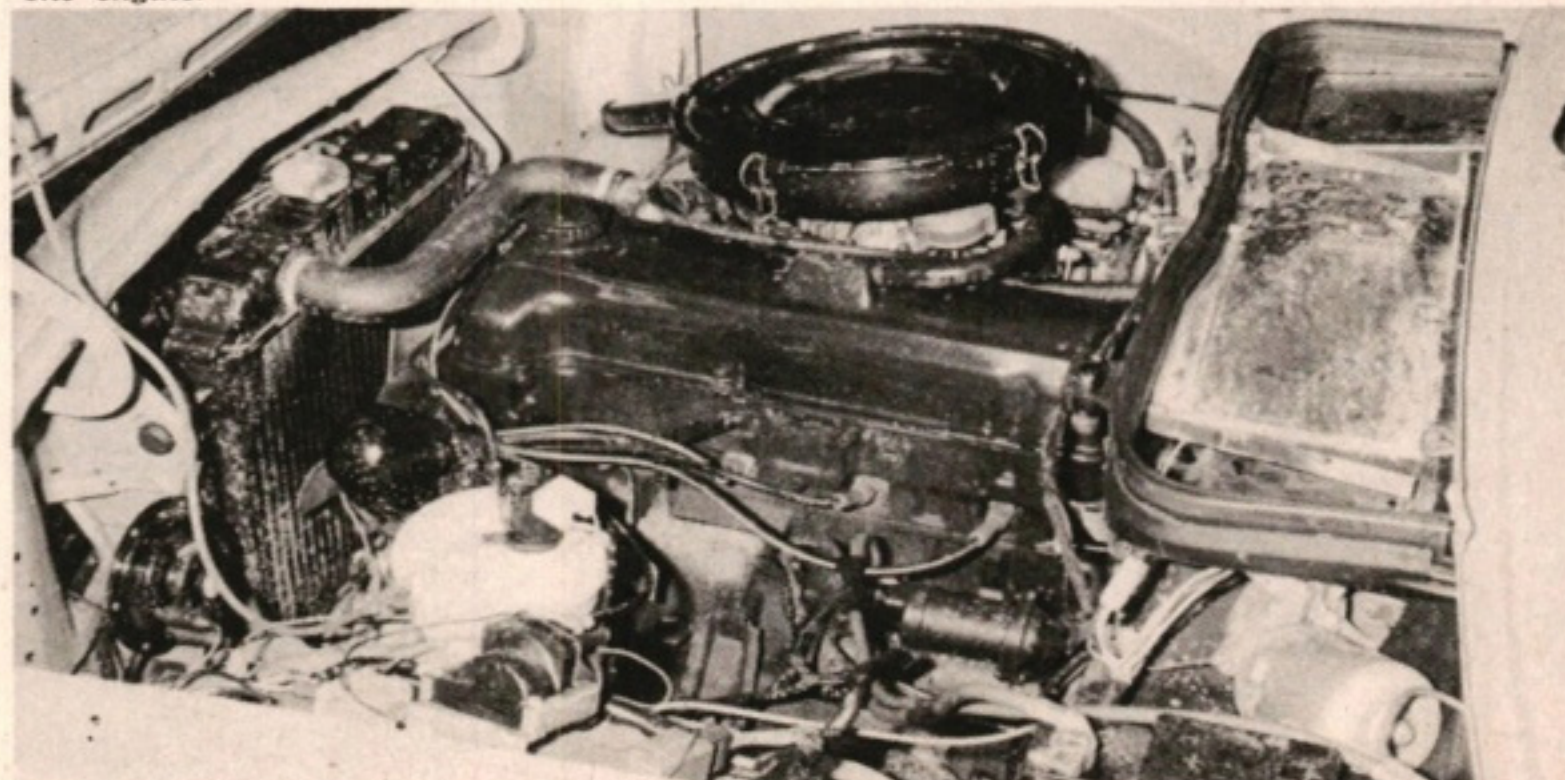
Fuel consumption: 25 to 32 mpg.



Tidy and proper instrument panel with legible round dials.



Above: rocks for a rockery required careful protection of the "load" space. Below: 1.9-litre ohc engine.





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## Reduced racing then reduce fees

Last week's "Catchpole" puts its finger on what is for me a very sore point.

Now that the decision to reduce racing by 20 per cent has been finally taken and it has been stated that in most cases this will be done by reducing practice times and race lengths, should we not consider that entry fees should be reduced by a corresponding amount? I did not invest thousands of pounds in a racing car just to polish it on weekends, and I expect many other competitors feel the same. If my opportunities to drive are reduced by 20 per cent and entry fees remain the same then this is equivalent to a 20 per cent price increase which must be borne by the people least able to bear it namely the ordinary club driver.

Also consider that in the already over-subscribed formulae such as FF/Gp 1 etc the position will be even worse for with some meetings being cancelled an even greater number of competitors will be scrabbling around for the few available entries.

Is it not time that the RAC reviewed its entry procedures to ensure that we do not return to the dreadful situation of late '72, early '73 where some less scrupulous organisers would hold out an entry for weeks before finally ensuring a refusal at the last minute?

I believe the RAC should adopt the following policy: 1, reduce entry fees by 20 per cent or possibly reduce driver/entrant fees and increase trade entrants' fees.

This is not necessarily fair but an extra £1 per race is less likely to hurt a trade entrant than a driver/entrant.

2, competitors wishing to pursue a particular championship should sign a register at the beginning of the season. Those who are registered and those who have gained points should be given entry priority over the casual entrants.

Your comments please?  
STAINES, MIDDX.

TONY POLLOCK.

## Lobby for rallying

As you will know, all of the rallying fraternity are campaigning ardently for the return of some rallying, and to this end are making representations through the RAC, our voice to the Government.

We know that there is going to be a directive issued in April, not by the RAC, therefore we must assume that this will entail Government legislation to curtail our sport. We write to request that anybody and everybody with an interest in the future of rallying bring pressure to bear on the department concerned, so that this directive can be made public immediately, instead of being brought in without prior warning.

DARTFORD, KENT. D. A. FOX.  
Press Officer, North Downs MC.

## Incorrect No 1s

Whilst, agreeing in principle with Mr Fitch (Correspondence, January 24) I feel his outburst might be a little premature. One has only to consult the record books (Autocourse) to see that the Argentinians have been somewhat inconsistent. Last year No 1 was not used, and all cars carried even numbers. In 1972 No 1 was carried by none other than Graham Hill. There are plenty of other occasions when No 1 has been used "incorrectly." In fact, during Mr Fitch's own example—1971—No 1 was used three times, and in each case the driver was Emerson Fittipaldi. Besides, I don't really think people will forget JYS that easily—the grid at Buenos Aires seemed a little empty without that famous tartan helmet, didn't it . . . ?

Talking of No 1s I'd like to thank you for retaining the services of "The World's No 1 Grand Prix Reporter"—Pete Lyons. His reports are in a class of their own. The day he stops writing for AUTOSPORT, I shall change my allegiance to M - t - r - - g N - - s!  
CRAWLEY, SUSSEX. M. H. TAYLOR.

## Cheating? We don't all do it

When, oh when, will certain motoring correspondents begin to learn that, for the majority of drivers in Formula Ford, cheating is not a part of life. For year after year the attitude is that "they all do it" so the guy who gets caught is just unlucky. There is only one thing more frustrating than being beaten by a bent engine and that is having responsible members of the motoring press congratulating the drivers of those bent engines on their results and commiserating with them when they get caught.

I am, of course, referring to Ian Titchmarsh's club review and I apologise for adding to the mail that this review always brings but Ian has been sadly misinformed. I only wish there was room for him in my Elden so that he could have seen how much power difference there was between Derek Lawrence's engine and mine as he romped down the Norwich straight during the Snetterton Festival.

I accept the fact that Derek and Dick Parsons were not the only drivers cheating during 1973 and that perhaps it is rather unfair to make an example of them but the sooner the RAC start slamming the few that are caught and the motoring press stop supporting these people then the sooner drivers will realise that there is little incentive to cheat. At the moment it is a fair gamble to bend the rules, win some races, and gain the important and prestigious acclaim of the motoring press, but if the press slam the drivers who are caught then few people will feel the risk is worth while.

Finally may I thank Bob Constanduros for supporting our cause. He is one of the few correspondents who have bothered to sort out the truth behind the scenes and has put forward a great deal of constructive support and criticism for what is basically the best Formula that has appeared in racing for many years.

WEYBRIDGE, SURREY.

TIFF NEEDELL.

## Thanks

I would like to express my appreciation and thanks to all the very kind people who have written to me and sent me flowers and get well cards during my sudden illness with osteo-arthritis and a mild stroke which necessitated my removal to Edgware General Hospital where thankfully I am slowly recovering and will be back on the circuits soon. If anyone else would care to drop me a line I would be grateful, the address is Edgware General Hospital, Ward F3, Edgware, Middx or drop in to see me.

EDGWARE, MIDDX.

RON DAVIS.

## Bring back 500s at the Grand Prix

Since the John Player British Grand Prix is at Brands Hatch this year, may I make a suggestion to the Royal Automobile Club that is appropriate to this year and the venue.

Motor racing came to Brands Hatch by way of the Half Litre Club who in the early fifties ran many meetings for those incredible 500 cc racing cars. In fact, so many great drivers made their name at Brands Hatch, I think it would be a tribute to the circuit and to the memory of these drivers and cars if many

of those surviving today could be seen in a five lap "race" during the course of the Grand Prix.

Allow me to suggest several names who readily come to mind—Stirling Moss, George Wicken, Bernard Ecclestone, John Cooper, "Pop" Lewis-Evans, Don Parker, Les Leston, Eric Brandon, Alan Brown, Ken Tyrrell, Paul Emery, Jim Russell, Albert Zaines and Bob Gerard to mention a few.

If these men could be seen in their original cars (should they still exist) the sight would give today's generation a thrill that was so much enjoyed by enthusiasts who remember this racing just after the second world war. Let us hope the RAC will take note, and bring to life those cars which lay still in the fascinating exhibition at Beaulieu.

SEVENOAKS, KENT.

MAX LE GRAND.

## Flag time at the FIA — again

I read in AUTOSPORT (January 31) that the FIA annual event has come round again. Great for the GPO. I wonder by just how much their revenue in stamps goes up at this time of year?

A black flag with an orange centre, very pretty, but pretty useless in the majority of races held up and down the tracks in this country. By far the most common events held throughout the year are short close competitive races, with often up to eight cars in line or bunched together. Try flagging one of these. I suppose all being good drivers the whole group files into the pits at the end of the lap, well, it will save petrol!

More seriously for some events of long duration the idea could work and does save two laps of a defective car under the present system, a system which I feel is really adequate under the circumstances, but please, not for the many small meetings we hold.

LONDON, SW3.

P. WOLFE-PARRY.

## Road or Stage?

The last line of your Editorial AUTOSPORT, January 17) said: "But it is hoped that the meeting with the Minister will at least remove the ban on stage rallies." You seem to have made your position on road rallies quite clear at last. Or is there some good reason why stage rallies should continue while road rallies remain totally banned? (Other than your obvious, though frequently denied, prejudice against road rallies.)

ST. ANNE'S, LANCS.

MIKE HALLY.

## Expendable drivers?

It's no wonder that BRM are in the Sch. . . you no what for whilst I was playing a tape which I recorded of last year's British GP from the BBC TV coverage an interesting point came to light.

We all know Mr Stanley's opinion of his drivers. I quote, "The car comes first, the drivers are expendable." Well it would seem that BRM team manager Tim Parnell has or had a different opinion.

On the recording there is an interview with Mr Parnell minutes after the accident at Woodcote. Robin Richards asked whether Jean-Pierre Beltoise was OK, Mr Parnell replied, "He is all right, thankfully. We can always build a new car, but it's not as easy to get a driver of their calibre." No wonder there's dissension in the camp. If Mr Stanley listened to his team manager more often he might start getting the results he badly needs. Best of luck to JPB, he must be the thickest skinned GP driver around after two seasons with BRM. Or maybe he had a graft from Big Lou!

CRAWLEY, SUSSEX.

C.B.





The exterior of Target's premises just off Finchley Road, London.

## Target aim at curing engine running problems

The advent of such electronic diagnosing equipment as Sun Testers and Crypton tuning gadgetry has prompted the introduction of a new breed of garage: the car clinic, and to some extent they have tried to throw off the "garage" image. One of the most recent to be started in London is the brainchild of Martin Raymond, the 2-litre sports car driver whose main interest in life is investment. However, the idea of his Target Car Clinic came some three years ago and as investment seemed to become a less and less attractive proposition, so Martin began to put his plans into fruition, culminating with the opening of the first Target Car Clinic off Finchley Road, London some six months ago.

The basic idea of a car clinic is to find out what problems are causing a car to run less smoothly than it should. With people becoming more careful as to what's happening to their petrol, there's also a number of customers who believe their car is eating too much fuel, and then there's the problem car

with odd fuel injection, or running too rich. All these problems, and many more can be sought out by using Sun or Crypton tuning equipment, and, if the job to be put right is fairly small, it may be done there and then. On the other hand, a garage may be totally unwilling to do any major job once the analysis is completed and the fault found.

At Target, one of Martin Raymond's first tasks was to be as un-garage like as possible. So many people, he says, go to a garage and when they pick up their car in the evening, there's no guarantee that it hasn't been sitting in the road all day long, and that no one has touched it. The lack of personalised service too upsets many car users, and the general garage attitude of expensive but begrudged co-operation in finding out one's own motoring problem is one that Martin Raymond has gone out of his way to correct at Target. With Hampstead Garden suburb just up the road from his compact premises, he gets a lot of customers who are used to receiving what was once known as service. Martin

Raymond intends to give them that, with a capital S, at the same time listening to their problems and generally giving the customer confidence rather than just shovelling them out of the door with a "see you at five o'clock."

Target is fully equipped with a complete rolling road, as well as a considerable amount of Sun Tester equipment. The difference between Crypton and Sun Tester is not very much, but when one goes to Sun Tester, one is dealing with the company rather than agents, and when it came down to the choice, Martin plumped for Sun Tester, and indeed has since done a deal with them so that the company now use his "upstairs" at Target as their London base. Once you've got your equipment, it's still quite useless unless you have someone who understands how to operate it, and he can make it find out just about everything that one could want to know about a car. At Target, Martin has a mere three staff, including himself, whom on his own admission, is not too technically minded. Both Greg Defterous and Barry Newell, the latter the highly regarded mechanic for the Chevron, are well versed in the arts of Sun Testing equipment, and if there are any problems, they can always pop upstairs anyway.

The equipment itself is costly and considerable. As well as the Road-a-Matic rolling road, Target have two of what is the most important part of the set-up, the Sun 1120. Apart from actual figures provided under load on the rolling road, the 1120 diagnoses just about everything. That's a bit all embracing, but we'll qualify that more later. Completing the line-up are a distributor tester, both for vacuum and mechanical aspects, and an electronic tester. Finally, there's a fuel injection tester as well, the Efi.

How's all this expensive gear used then, one might ask? Well, Target have a system whereby they check a number of running parts of the car. From a mammoth volume produced by Sun, the operator knows what dwell angle an Aston Martin (for instance) should have; what compression the cylinders should have, the distributor swing under load, or what the float levels should be on the Webers of a Fiat Dino or timing pattern of a Hunter GLS. Once he's checked on this information, he can then measure such information in comparison to the figures he has taken from the car with which he is working, hence the diagnosis.

From these figures comes a definite pattern. As both Sun's and Target's experience grows, they can start seeing certain traits of bad habits in certain cars. Many of their problems are with twin cam engines, for they're usually a small engine heavily carburated, and

Below, wired up and ready to go on the rolling road. The Sun 1120 is on the left, Road-a-matic on the right. Right, Martin Raymond takes in the figures while driving on the "road."





# Tune in



Barry Newell and Martin Raymond survey the 2-litre Chevron.

carbs give the trouble. Of the main problems, Target find that carbs are usually too richly set timing is wrong or the dwell angle is wrong, or a car has ignition problems. If the problem is fairly small, then the timing, dwell angle or float level is corrected immediately, but if it's any major fundamental engine problem it goes to a nearby garage to be dealt with, as with three staff, Target obviously can't do a great deal of mechanical work. About one in every 20 has such a problem.

Target carry a fair stock of plugs, points, air filters, etc; and if there's a Weber problem, Chris Montague Carburettors are minutes away for any spare chokes, jets, etc.

Martin Raymond sees his customers in two divisions. Firstly there's the bread and butter cars, the Austin 1300s, the Triumph Dolomites, and the Jaguar XJ6s. With these cars Target simply puts them through the routine tests and if there is a problem, it will very soon become apparent and put right. This division costs the customer a fairly basic four or five pounds and the customer can look at the findings on his car on the card already described. The other branch of customer is the trouble shooter or high performance car. Target get a lot of both types, for with the wealthy Hampstead inhabitants up the road, and only a few big garages to look after their expensive motor cars, there's

lots of fast and troublesome motor cars around. Problem cars are nearly always put on the rolling road, as are the high performance cars. All the tests may be done before a combination of deficiencies in the engine department may show why the car is basically doing something that it shouldn't.

So far Target have not really been stumped by any road car. They traced a down on compression cylinder in a Porsche, cured the Escort of a Blue Star garage manager, cured the misfires of a V12 E type and set right the twin distributor system of an Aston Martin DB4. Strangely, the car that gave the most difficulty was a 7-cwt Escort van but even that was cured in the end. BMWs, Jaguars (easy says Martin Raymond), even Mach 1 Mustangs, create few problems. Toyotas don't seem to be too well sorted by the factory but in general, they've not been stumped yet. "The only thing we can't simulate on the rolling road is a mother-in-law in the back" says Martin Raymond, so you'll have to bring your own if that's the problem.

There are one or two points to be taken into consideration however, for it's not always plain sailing. One problem that Target have is that Sun haven't managed to find out the specifications which are so vital for all the cars in the world, the main gaps being American cars, so owners of those may indeed find some difficulty at a car clinic.

Another point concerns front wheel drive cars with power steering, because they don't behave quite the way they should on the rolling road and tend to slither and slide over the rollers rather too much. Incidentally, one should also mention that a certain amount of braking efficiency tests may also be undertaken on the rolling road, measuring whether the brakes are hanging on, the balance over the two wheels is uneven, or if there is any brake fade.

Target, like other car clinics, rent out their rolling road facilities to either road or racing customers who want to get their running problems sorted out. During their six months, they've had quite a few Group One customers seeking out the final few bhp, Formula Ford cars, the Victor Raysbrook Elan and various racing Imps and Escorts. Probably Target's only real failure was that with Tony Hazelwood's monstrous Daf, which seemed to develop a misfire at high speed on the tracks, but once on the rolling road, the beast ran perfectly. The problem was finally solved when it was discovered that the problem was caused by air being sucked away from the exposed carbs at around 140 mph, thus causing the car to run too rich. The air flow doing this was something that a rolling road just couldn't simulate.

Target are currently fairly fully occupied with a waiting list of about a week. They do around 12 cars a day, but only if they're straightforward bread and butter customers. "You never know how long the problem cars are going to take" says Martin Raymond, and for this reason, they only take four or five cars on the day something difficult comes in. Despite the reasonably smart area, Target are by no means confining their efforts to "up market" cars, or those of "up market" people. Certainly, the gentleman who arrived with a lumpy Bedford van was given excellent service, which is, after all, what Martin Raymond wants to give in this, his first motor trade venture. He doesn't want to buy and sell cars, he doesn't want to haul out engines, he wants to give a good service investigating all running problems, backed up by polite staff, and a reputation that, so far, they haven't been caught out by any running problem in a road car. If that's your problem, pass the buck and go and see them!

It's back in production! Graham Nearn's Caterham Car Sales have announced that they're constructing a further 50 kits of the Lotus 7 Series III for enthusiasts, but the number has to be limited due to export commitments on the Series IV, the current production model. There is a slight tax saving by building the car up from a kit.



## New wide angle mirror for towing

A new exterior mirror introduced by Toric Accessories of Mitcham, Surrey, is claimed to solve the perennial problem of motorists towing large, view-obstructing trailers—the difficulty of combining a mirror of adequate size with a mounting strong enough to support it without vibration.

The 30 sq in Toric mirror is designed to clamp on to an extremely rigid mounting: either the leg of a roof rack if one is carried, or a special bar fitted across the roof from gutter to gutter.

Already established as a best-seller on the Continent, the Norwegian-made mirror is built with a crackle-finish frame, heavily plated steel telescopic arm of great strength, and plastic-coated steel bracket. The glass may be flat or convex and the mirror is adjustable in most planes.

At its maximum extension the centre of the mirror is 20 inches from the bracket, enough to give a clear view rearward past an 8 ft wide trailer from a medium-size family saloon.

Recommended price of the Toric mirror is £5.60 plus VAT, from garages and motorists' shops or direct from the importers, Toric Accessories International Ltd of Mitcham, Surrey. Price of the special mounting bar fitting is £1 plus VAT.





It was Australian Johnnie Walker (Lola T330) who hit the front at the start hotly pursued by Max Stewart and Warwick Brown (obscured).

## TERETONGA

# McRae close second to Stewart's Lola

By PETER GREENSLADE Pictures by EUAN SARGINSON

The fourth and final New Zealand round of the Peter Stuyvesant \$100,000 series for Tasman Formula single-seaters was played out, as usual, at Teretonga Park, Invercargill, on Sunday, January 27. For those who take cognisance of the weather encountered at the world's southernmost motor racing circuit and who have also followed the career of lanky Australian Max Stewart in this form of motor racing there were, however, two unusual happenings. Firstly the weather was fine, if cold, and secondly Max won his first international Tasman Formula race.

There was also another unusual happening—at least as far as this series is concerned—in that Graham McRae, winner of the last three Tasman international series, poleman, but never a race finisher in the first three rounds, started as seventh fastest qualifier at Teretonga and came through to finish just 3.9 s behind Stewart.

Stewart averaged 95 mph in his Coke-sponsored Lola T330, having started from pole position and McRae, who makes quite a habit of such things, set a new lap record of 53.9 s (106.93 mph) which, by some sort of a coincidence, happened to be Stewart's pole-winning qualifying time.

The 1970 Tasman champion, Graeme Lawrence, who has not had much of a trot in this series, finished in a well-earned third spot in his Lola T332 and he was followed in by Australian Warwick Brown, similarly mounted.

For the first time the race was run over fractionally less than 100 miles—62 laps—and Peter Gethin (Chevron B24) and Alan McCully (Begg FM5) ran out 61 apiece for fifth and sixth spots.

Gethin's place was sufficient to keep him at the top of the points table. He goes to the short circuit at Oran Park, near Sydney, for the first Australian round, with 18 points to the 15 each of Stewart and New Zealand

Grand Prix winner John McCormack.

This was one of the best races seen in this neck of the woods in many a day. The lead changed on three occasions with front runners running wheel to wheel and swapping places and McRae driving the sort of race that showed all his brilliance.

There were pit stops aplenty just to add some flavour (unwanted, no doubt by people such as team-mates Gethin and Teddy Pilette and the New Zealand champion David Oton) but the crowd loved every minute of it. In fact it was a great day, if for no other reason than the weather was fine!

## ENTRY

There was, of course, nothing new in the entry list for the final New Zealand round, but some people had found themselves with quite an amount of work to make good the battering the Wigram circuit had exacted in the New Zealand Grand Prix.

Johnnie Walker, Warwick Brown, Dexter Dunlop and Robbie Booth all had broken crown wheels to replace. Graham McRae found that in addition to broken valve springs his GM2 also had twisted drive shafts and, subsequently, a broken camshaft, when the engine was first fired up on the night prior to official practice this was to keep him away from the first official qualifying session at Teretonga.

Graeme Lawrence has been severely handicapped by handling problems. So, after Wigram, Firestone's Bruce Harre came to his aid and on his advice modifications were made to the suspension of the Lola T332 and, at the same time, Harre also made some suggestions to improve the car's aerodynamics. That a satisfactory result was achieved from this work became readily apparent when qualifying started. McCormack, the New Zealand Grand Prix winner, arrived

on the scene with the Repco F5000 engine used at Pukekohe and Wigram still fitted in his Elfin MR5. David Oton, whose Begg FM5 had gone on to seven cylinders fairly early in the race at Wigram, had rectified that somewhat minor matter and was using his Wigram Morand engine once more.

Most folk reached Invercargill on the Thursday for unofficial runs the following day. Not everyone turned out, of course, but Peter Gethin and Teddy Pilette were there with the Chevron B24s of the VDS team. Gethin promptly suffered a couple of punctures and soon packed it in, for Harre was quick to point out that tyre supplies were minimal and there was a race on Sunday. Tyres once again loomed in all minds as a problem. The other problem was, as is always the case at Invercargill, the weather. Friday was a warm and sunny day, but coastal rain was forecast for the following afternoon and, indeed, some of the contestants were virtually praying for it, particularly those with access to Firestone's wet weather tyres. However, the rain fell heavily in the night and Saturday dawned wet and cold. The weathermen then said that conditions would be dry later in the day.

## PRACTICE

The overnight rain caused some delay to the start of practice on the Saturday, but by the time the main race cars came out the track was dry, thanks to a coldish wind. For the first session everyone with the exception of McRae, who had not reached the circuit, turned out. Among the first to fire up were McCormack and Brown and they were destined to provide the first excitement of the day for the fairly small crowd of onlookers who had turned out to watch the qualifying runs.

McCormack had his engine burst in a big way in the approach to Castrol Corner, a tricky right-hander, and Brown, who was following fairly closely, skated to the infield into a protective sand bank. He stepped out of a Lola T332 which had its nose knocked off and its rear suspension tweaked. There was sand in the works and the car was immediately packed up ready for despatch back to the city for repairs.

The session was halted to enable the oil to be mopped up. McCormack immediately made arrangements to fit the engine he had used at Levin and for training at Pukekohe.



So neither of these Australians were in evidence for the rest of the day.

However, Brown left the circuit in the knowledge that, according to the timekeepers, he had qualified with a lap in 54.4 s. This represented a speed of 106 mph. As this figure was achieved in less than a dozen laps and as McRae had qualified the previous year with 54.8 s for pole position, not everyone was convinced about its accuracy. As things turned out, by the time the final session had concluded, only one other driver had improved on 54.4 s. So Brown was assured of No 2 position on the two abreast grid for the rolling start.

Pilette was second fastest with 54.6 s and then, much to most folks surprise in the light of earlier performances, Lawrence came up with 55 s dead. Gethin was fourth fastest with 55.4 s, while McCormack was rated at 55.5 s and Max Stewart, who appeared rather quicker than some of those posted ahead of him, was given 55.7 s.

McRae was on hand for the second session, mainly because it was run much later than had been scheduled, and immediately found himself with a tyre problem. Within minutes he wrote off two right front tyres and admitted to an understeering problem. His best time was 55.2 s. It was Stewart in the red Lola T330 who set the standard by finally coming up with 53.9 s (106.93 mph). When this was announced he put the car on the trailer and headed back to the city. Actually, Stewart had what he thought was a minor problem, a weeping cylinder head gasket. But on closer inspection the trouble was found to be rather more serious—a cracked block! The crew worked through the night and did a patch-up job with the aid of a racing mechanic's best friend, Araldite.

Gethin improved to 54.6 s, the same as team-mate Pilette had achieved earlier and as this was their ultimate for the day, they finished it together in the third row. Ahead of them were Walker, who made 54.5 s in the second session and did not appear again,

and Lawrence, who improved from 54.5 s in the second session to 54.4 in the final one. Oxton, beset by understeering troubles made 55.3 s in the second session and failed to improve. Likewise Alan McCully in the other Begg FM5 made his best run of 55.4 s in the second session.

Before the start of the third session, a rather quiet McRae forecast that there was no way in which he would be able to get up among the front men on the grid and he proved himself correct by finishing the day with 54.9 s—a tenth outside his 1973 pole-winning figure—and that put him inside Oxton on the fourth row. McCully and McCormack had the fifth row. None of the other 17 entrants broke the 56 s mark. Garry Pedersen, whose McLaren is now being described as an M18/22, was next with 56.3 s and then came Ken Smith (March 732 Cosworth) to share the sixth row with a very commendable 56.4 s.

Actually, there appeared to be some inconsistencies in the performances and there was a general air of uncertainty as to the likely outcome of the final New Zealand Stuyvesant round, although there were quite a lot of "experts" prepared to wager that McRae would be front runner after seven or eight race laps.

## RACE

Sunday morning turned out to be rather dull, but there did not appear to be any prospect of rain, although there was a cold southerly wind. In any event, all main race contenders were given a chance to put in a few final sorting laps and by then the sun was shining. Brown's car looked as good as new when it emerged on the circuit and the show went off without incident, except that Oxton had an oil pump belt drive come adrift and was thankful that it happened when it did.

By the time the race field lined up the sun had established itself in a cloud-flecked sky and unhappiest man of all was Gethin

who had been hoping for rain. There was no chance of that. So the pace car led the pack off and first time round it was let go. Stewart, Brown and Walker were most prominent, but it was Brown who promptly slotted through to the front and the first round was completed with Brown, Stewart and Walker inches apart and a slight gap to Gethin, Lawrence and Pilette. Then came Oxton, McCormack and McRae, who was followed by Pedersen and the rest. This order did not change until lap 15 by which time McRae had moved up to be seventh behind the front runners and McCormack, who was to depart the scene with a broken halfshaft after 33 laps, had drifted back behind Oxton, but ahead of McCully.

In the meantime, Stewart had tried a couple of times to get by Brown, on one occasion frighteningly nearly touching him just before the timekeeping stand at full bore on the main straight. But Brown held on and it was Walker who moved in to take Stewart in lap 20. Walker finally got to the front after 31 laps and the order behind him was then Brown, Stewart, Lawrence, Pilette, McRae, for a lap earlier Gethin had stopped in the mistaken belief that he had a puncture. This was not the case, for the Chevron was simply handling diabolically, as Gethin explained.

With McCormack sidelined, Pilette was the next to drop out of contention for the first of two tyre changes—a right front followed by a left rear. Brown now began to lose ground because a wheel balance weight had detached itself and by the end of lap 37 Stewart was back in second spot once more. In the meantime McRae was steadily improving himself and at the end of lap 43 he was in fourth place ahead of Lawrence and McCully, while Gethin was next. Next time round it was Stewart in front and there he remained until the finish. In lap 49 Brown lost his second place to Walker and still these three front runners were at it hammer and tongs, with McRae next, but some 9 s in arrears, although fairly comfortably clear of Lawrence. McRae, who had run much of the way on his own after McCormack's departure, took Walker next time round and by then Brown, having a hard job because of wheel vibration, was in fifth place but a lap clear of McCully and Gethin, who had a difficult car to cope with also. McRae now proceeded to whittle away at Stewart's margin and was 7 s in arrears after 54 laps and 5 s after 56 laps.

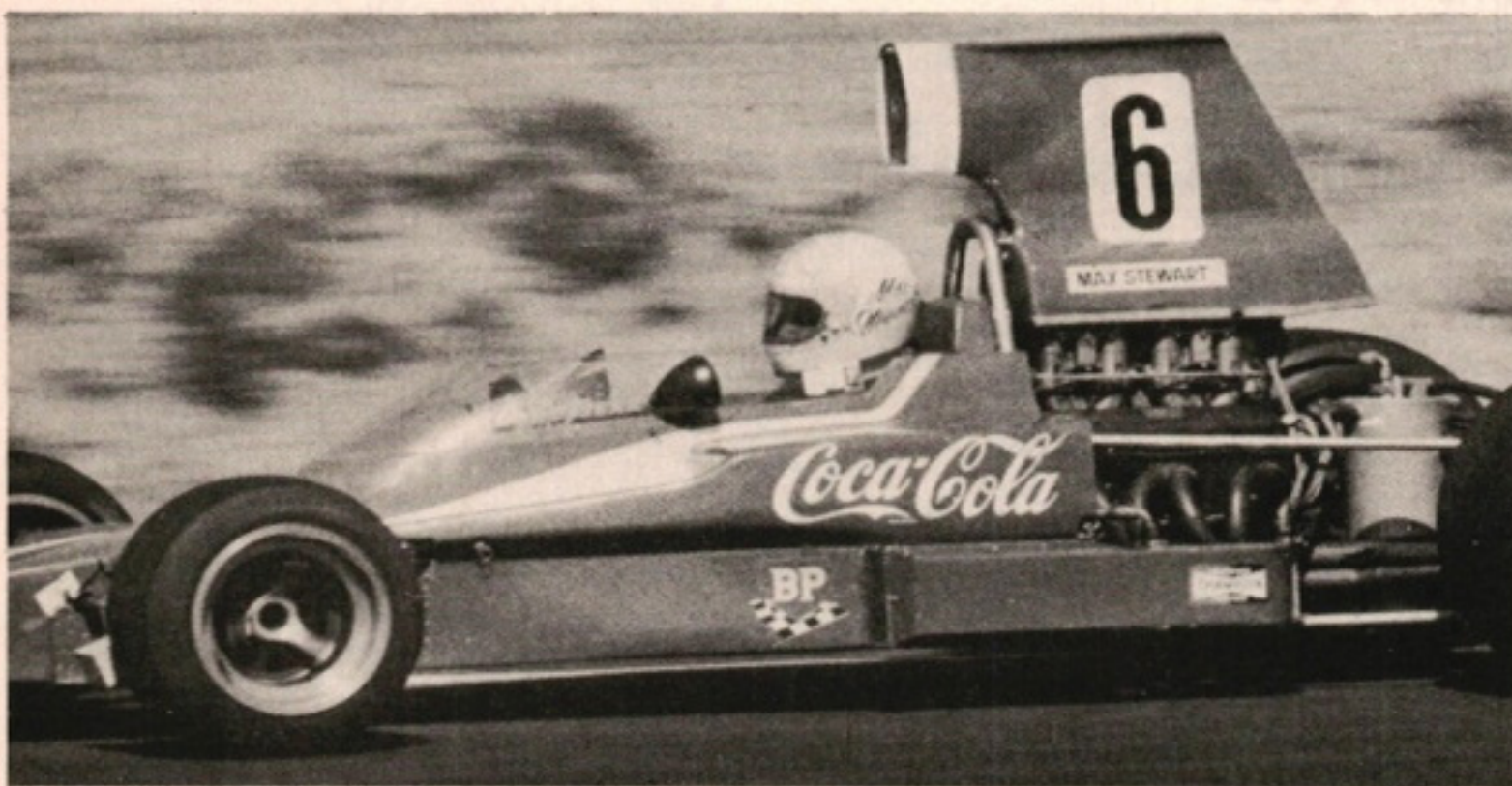
In the meantime he had set his 106.93 mph (53.9 s) lap record, but now he could really not make the leeway to Stewart. The race appeared to be all over bar the shouting. However, Brown proceeded to take Lawrence and with Walker still ahead of both a real wheel-to-wheel dice developed. Walker overcooked it in the left-hander leading into the start-finish straight in lap 60, slewed on to the rough at the outside of the corner and then resumed behind Stewart, McRae, Lawrence and Brown. It looked as if he would have to be content with fifth spot. But that was not to be because in the last lap he stopped with a flat tyre, probably the result of his off-course excursion.

So it was that Stewart came home to score his first Tasman Formula international race win, just 3.9 s ahead of McRae. Then came Lawrence and Brown, the only others to go the full distance. Gethin and McCully were flagged off a lap down. Then came Pedersen and Smith with 60 and 59 laps respectively. They were followed by Booth, who had run 57, and Oxton who was a further lap back.

It was a result that left the series rather more open than is usually the case immediately prior to the first of the four Australian rounds, and a popular win for the Jolly Green Giant, as Stewart is called in his own country (he wears emerald green woollen fireproof overalls always).

### Teretonga International Stuyvesant Round 4

62 laps 99.26 miles  
1, Max Stewart (Lola T330), 57 m 14.7 s, 95 mph; 2, Graham McRae (McRae GM2), 57 m 18.2 s; 3, Graeme Lawrence (Lola T332), 57 m 50 s; 4, Warwick Brown (Lola T332), 58 m; 5, Peter Gethin (Chevron B24), 61 laps; 6, Alan McCully (Begg FM5), 61 laps.  
Fastest lap: McRae, 53.9 s (106.93 mph) record.  
Peter Stuyvesant points: Gethin, 18; McCormack and Stewart, 15; Walker and Pilette, 9; McCully and Oxton, 7; McRae, 6; Lawrence and Brown, 5; Pedersen and Smith, 2.



Max Stewart (above), Coca Cola sponsored Lola T330, won the last race of the series in New Zealand. Below, McRae, second here, had a tremendous fight with McCormack's Elfin, eventually finishing second.







Will Gallop's 1.3 Mini gets well sideways through a muddy Pits on its way to third place.

## LYDDEN

# Stabler leads favoured Minis

It wasn't a very inspiring opener to the Lydden Rallycross season last Sunday. The spectators were there in their hundreds, the Thames Estuary AC had assembled an almost full entry, and the conditions were suited to good close racing, but somehow the runs just didn't seem exciting, possibly because of the absence of the leading names. Brian Stabler's Lex Motor Co (Chelmsford) Mini came out on top after the two timed runs, just 0.6 s quicker than Mick Bird's similar car, the greasy, but fast conditions favouring the Minis.

The Embassy Sky-Diving team opened the proceedings with an impressive display of parachuting, carried out by the fairer sex. The first few runs were much less impressive, giving slow wins to Pauline Nosek's Clubman, Peter Bonsor's Cooper S, Viv Potter's similar car and Stephen Istead's 1800 Escort. Brian Streat's Mini was heading for a respectable time when a drive-shaft broke in sight of the chequered flag, handing victory to Maurice Reeve's Cooper S in 3 m 47.0 s, the quickest time so far. Another to retire with under a lap to go after making rapid progress was the improving Trevor Hopkins, whose 1800 Escort broke an oil pipe, second placed man Nick Brice (Cooper) following him into the Paddock, Tony Rees' Escort, shared with brother Robin, thus taking the honours.

Graham Hathaway's 1300 Escort was a mere second slower than the present leader on the next run, while Peter Lewis had a very enjoyable sauna in his Sunbeam Imp when a water hose broke and filled the interior with steam. Even though David Potter's 1500 Cooper S coasted across the line at the end of the three and a half laps, he still shot to the top of the list with 3 m 40.4 s while a new name to Lydden, Ron Wright moved his Cooper S into second place by winning the following run just 0.6 s slower than Potter. But their glory was short lived, for young Mick Bird's Cooper S sizzled round to record 3 m 31.2 s, while Dave Fuell's Delpower Mini

also came in to the reckoning by finishing second to Bird with 3 m 42.0 s. After leading from the start to the last corner, John Smith's Escort had to settle for second place when Derek Batt's Cooper nipped by to take the chequered flag in 44.8 s, a respectable time for another newcomer. John Button's 2070 cc VW had the legs of Ron Douglas's Stormont/ShellSport sick-sounding Escort BDA, but unfortunately the German machine spun its lead away at Pits at half distance, the Escort only managing 3 m 44.2 s. By galloping round in 3 m 33.2 s, Will Gallop's Mini inherited second place, but that too was only temporary for on the next and last run of the first round, Stabler's Lex Mini shot to the top position with 3 m 30.6 s, 6.6 s quicker than Barry Hathaway's 1450 Stabler-ised Mini which moved in to fourth place, and so when the times were announced for the

first runs, Stabler led from Bird, Gallop, Barry Hathaway, George Warren's 1800 Escort, which finished second to Gallop with 3 m 39.4 s, then came Potter, Rodemark, Wright, Fuell, while Richard Moore's Ripspeed Mini and Peter Bullock's Cooper S shared tenth place.

No one could match Stabler's time on their second run which was fortunate for the Lex Mini lost most of its oil pressure, which eliminated it after a lap, the Essex driver having to withdraw the car from the knock-out competition at the end of the day. With Stabler out of the way, Bird was left to fend off Barry Hathaway which he only did by a second, the latter's improvement to 3 m 36.4 s assuring him of fourth place, while Bird's first run time wasn't beaten. Gallop also failed to improve, and he remained in third place finishing his run well ahead of David Potter who fell to eighth overall after another slower run. Warren was the only Ford interloper in the BL dominated top ten, finishing behind Potter on the run but one ahead in the overall results. Rodemark did improve, by 3.8 s in fact as he vanquished Douglas's still sick Escort, Ronnie being unable to uphold the Stormont honours in Rod Chapman's absence, while Rodemark moved up a couple of places to fifth. Wright finished behind Douglas on the run to claim ninth, and he just crept into the knock-out competition in place of Stabler. The person who upset the middle placings was Streat who sorted out his drive shaft problem to win with 3 m 39.0 s, and although the TEAC results sheet for some reason show him as third he jumped in to sixth place. Fuell retired his Mini and was thus demoted a place to complete the top ten.

The fastest eight cars went through to the knock-out competition, the fastest two from the two semi-finals going through to the final. It was all a bit of an anti-climax really. Although there was quite a bit of leaning on the first lap, Bird had little difficulty in winning the first semi-final from start to finish, while Streat took over second place on the last lap at the expense of Gallop. The second semi-final run concurrently went to Hathaway, after taking Potter down the meadow on lap 2, Rodemark being only just out of touch with these two. Bird led away the final, but only as far as hairy hill where Streat took over going into Pits, and that's where the elder Streat brother stayed as Bird eventually fell to third place behind Hathaway and ahead of Potter.

## PAUL KING

1, Brian Stabler (1.3 Swiftone Mini), 3 m 30.6 s; 2, Mick Bird (1.3 Cooper S), 3 m 31.2 s; 3, Will Gallop (1.3 Mini), 3 m 33.2 s; 4, Barry Hathaway (1.4 Mini), 3 m 36.4 s; 5, Bernard Rodemark (1.3 Mini), 3 m 37 s; 6, Brian Streat (1.3 Mini), 3 m 39 s; 7, George Warren (1.8 Ford Escort), 3 m 39.4 s; 8, David Potter (1.5 Cooper S), 3 m 40.4 s; 9, Ron Wright (1.3 Cooper S), 3 m 41 s; 10, Dave Fuell (1.4 Delpower Mini), 3 m 42 s. Knock-out Final: 1, Streat; 2, Hathaway; 3, Bird.

Eventual fourth place man Barry Hathaway sneaks up to take Richard Moore's 1.5 Mini.





## TOCKY BONK

### Hinde, closely challenged by Moffatt

With only one non-starter in an otherwise full entry of 80, the 1974 BTRDA Production Car Trials Championship got away to a good start last Sunday when Dudley & District CC ran their Tocky Bonk Trial on the undulating countryside at Weeford, near Lichfield. Outright winner, for the umpteenth time with the now year-old Clan Crusader, was the North Wales garage proprietor Mike Hinde who dropped 10 marks on his first tour and thereafter went clean on the remaining 15 sections. Hinde will be the first to admit, however, that he had a tough time for most of the day for Bill Moffatt, now using a 998 engine in his Imp, ran him mighty close to finish only three marks down after leading on the first eight sections.

In the other classes there were mild surprises at the eclipse of the reigning champions Geoff Spencer in Class 1, even his own son Ian beat him, while runner-up Denis Wells also had to give best in Class 2. Brian Betteridge (Sprite) effectively won the sports car class while Nigel Roper (Imp) was the second of four southerners to win a class, following Charles Barter (Popular). The new class five for Imps over 925 cc and other production cars produced on a limited basis, had a healthy entry of 16 cars, although 11 of them were Imps.

With 14 of the 28 entries in Class 1 being Mini GTs, which the pundits reckon is what is now needed, it was all the more galling for all of them to see victory go to a 998 Mini, driven exceptionally well by Alan Walsh from Bolton.

Walsh, one of the older generation, took command of the situation almost from the start. Initially John Hodgson (1098 Mini) stayed with him but Walsh pulled five ahead of Hodgson on the second tour and maintained this lead over Hodgson to the end to finish on 69 marks. Into second place, with a fine late burst, however, came Nick Pollitt (Mini GT), who had the second lowest final round score in the class and he finished on 73 marks, relegating Hodgson to third on 75 marks. What of Geoff Spencer? He never recovered from a mediocre start and at the end of the day was out of the points scores in seventh

place and he had to put up with a ribbing from his son, Ian, a novice, who crowned a remarkable day by finishing fourth on 77 marks, tying with Brian Midgley, committee chairman, who was in determined mood throughout.

The previous stranglehold of Midlanders on the classes was again broken when Dorset driver Charles Barter romped away to a handsome nine mark victory with his Ford Popular in Class 2. After Denis Wells (Skoda Octavia) had stayed with him on the first round of hills, Barter pulled out no less than 11 marks on the second round and that was that. Mexico man Mike Stephens was third, 11 marks behind Wells, a poor third round putting him right out of a challenging position.

The sports car class was a two-horse race all day. Brian Betteridge and Mike Harrison (Sprite and Midget respectively) were neck and neck through the first tour but Betteridge had eased ahead by five marks when lunch was taken. He increased his lead by three more marks on the last round to finish on 68 marks and he had second lowest class winning index. Jean Hazlewood (Sprite) was third with no trouble at all in a class of 11 in which two other lady contenders, Cathy Cooper and Mrs Fiz Clarke, finished only a mark apart.

Three VWs versus four Imps was the struggle in Class 4 but Nigel Roper made it almost no contest right from the first round where he established a six mark lead over Bob Main. Imp man Roper continued to pull away thereafter leaving the Coventry and Warwickshire man trailing by 16 marks at the end of the day with another C&W entrant, Robert Gilhooly, third. Behind the tense struggle for overall supremacy in Class 5 there was an intriguing contest between Mac Hazlewood (Dellow) and Peter Saunders in Ray Bradley's Imp. They were never more than a couple of marks apart and Hazlewood finally got a class second with 40 marks lost to Saunders' 41 marks.

Overall: M. Hinde (Clan Crusader), 10 marks lost. Class winners: A. Walsh (Mini), 69 marks lost; C. Barter (Popular), 74; B. Betteridge (Sprite), 68; N. Roper (Imp), 41; W. Moffatt (Imp), 13.

on 29 marks and John Toms third on 30 marks.

The first of the two classes for cars with grip tyres resulted in a win for the Avenger of David Keat who dropped 25 marks while the tie decider (a 100 yds acceleration test uphill against the clock) had to be used to split second and third. Gerald Kempthorne and Albert Gould, Sprite and Popular respectively, both dropped 29 marks.

In the class for rear-engined cars with grip tyres Alan Cundy headed the entry with 15 marks lost in his Imp from Robert Williams and David Paull, both of whom dropped 17 marks, also driving Imps.

Three marks separated the first three in the Specials class where the Cannon of Tom Irons came out on top dropping 11 marks, from Phillip Reskelly (Cannon), on 13 marks and Ian Bolton (Bridge Special) on 14 marks.

Overall: R. Vanstone (Imp), 17 marks lost. Class winners: G. Thomas (Imp), 19 marks lost; R. Hoskin (Imp), 17; M. Down (Popular), 18; D. Keat (Avenger), 25; A. Cundy (Imp), 15; T. Irons (Cannon), 11.

● Ray Hoare, faced with a host of big block Chevrolet dragsters in Top Dragster this year, has apparently decided to switch from his own very successful 302 Chev to an injected Chrysler 392, which will make an interesting addition to the predominantly single-make field.

Rumour has it that Clive Skilton's "Revolution Two," his last front-engined car, will also appear in a similar guise but with a new owner and driver.

## SPORTING TRIAL

### Benson's Walsingham

The 750 Motor Club held their annual and longstanding Walsingham Trial at Yetnor Farm, Hucking, deep in the heart of the Kent countryside. The event counting towards the Duckhams Trials title had attracted most of the leading championship contenders and the strong entry assembled under blue skies with a touch of spring in the air. Soon the mating calls of the local feathered world were challenged by the harsher sounds of the sporting trials machinery and this heralded their assault on the seven demanding hills. The usual wooded slopes had been somewhat carved about by the foresters axes and the many felled trees added to the competitors discomfort as the tortuous sections claimed their victims. Gordon Jackson, having worked on his Ibex most of the night, had the disappointment of a misfire and failed to complete the first round. Geoff Langdon had worse luck and his trip from the West Country was rewarded with a blown differential on his first hill.

After the first round John Benson was in the lead, with 13 followed by builder-in-chief Mike Cannon, 17, Roy Denton, 25 and Colin Taylor, 26. The other runners in the class had some hefty scores to their credit spoiling any chance of victory. The 750 battle was led by Martin Jewell with 56 one point ahead of Colin Sanson. Bill Hicks led the 950 class and battled throughout the day with various problems mainly caused by tree contact. The second round was undertaken straight away and John Benson in his Semperit shod home brewed special kept a grip on the proceedings with a score of seven. Colin Taylor with a 15 moved into second place ahead of Mike Cannon and Roy Denton. Robin Wren, also on 15 pulled up a few places. Stan Milton retired the ex-Jackson Ibex with a blown engine, Stewart Elms and Colin Walker also joined the growing list of retirements. In the 750 class Martin Jewell retired and handed the lead over to Colin Sanson and Dick Lee, with Bill Hicks keeping a firm hold on the 950 class although John Peckham was showing some good climbs.

Lunch was taken and the hills were redesigned for the afternoon onslaught. The third and final round saw Chris Highwood crown an excellent day's work with a mere score of five to pull away from his father Peter. Colin Taylor and Roy Denton took six to take second and third places respectively and with John Benson on eight he held his well deserved victory. Mike Cannon, 10 was fourth and Chris Highwood next. John Hopkins had an off day but Bill Hicks in the 950 class won through, with Colin Sanson taking the 750 class. The day finished with some thirty people carrying, heaving and pulling Don Lindsay's three wheeled special up the steep log strewn slope to put a real sporting touch to the days activities.

1, John Benson (BL Special), 28; 2, Colin Taylor (Cannon), 47; 3, Roy Denton (Eden), 54; 4, Mike Cannon (Cannon), 58; 5, Chris Highwood (Cannon), 65; 6, Peter Highwood (Ibex), 71.  
750 class: Colin Sanson (Egg Special), 157.  
950 Class: Bill Hicks (Trials Master), 111.

## PROD CAR TRIAL

### Canton's Sopley

Dave Canton was the overall winner and won the Sopley Cup at last Sunday's Bourne-mouth Motor Club production car trial in his Sprite. On the 42 tests in this timed trial on Sopley Common near Christchurch he returned a marking of 33.7 to defeat an entry of 60 cars.

Overall: D. Canton (Sprite), 33.7 s. Class winner: J. Billett (Mini), 55.06; P. Higgins (Mexico), 77.34; B. Hay (Sprite), 97.79; G. Wiltshire (Imp), 76.83; R. Nunn (Nunn Special), 36.87; M. Barber (VW), 72.11. Novice: M. Wood (Saab), 78.48.

## PROD CAR TRIAL

### Imps battle and Vanstone wins

Camel Vale MC attracted 47 entries for their annual Cotswold Trophy production car trial at Lanjew Farm, near Bodmin, last Sunday, and outright victory went to Roger Vanstone from Holsworthy, North Devon, driving his 875 Imp. On the 11 sections he dropped 17 marks to collect the trophy for the first time.

As usual the classes were divided for cars with standard tyres and those using grip tyres together with a class for specials. Vanstone, competing in Class 1, headed the class by two marks, the class winner therefore being Gregg Thomas on 19 marks. Second and third were Philip Masters and Bill Julian who lost 22 and 23 marks respectively, all three using Imps.

Class 2, for bigger engined Imps, was won by Roger Hoskin on 17 marks, seven less than Richard Uren whose wife Barbara was third on 30 marks lost. Standard tyre front-engined saloons saw a Ford Popular benefit with winner Michael Down dropping 18 marks to be a clear winner. Roger Yelland was second



# AUTOSPORT CLASSIFIED

## NEW CAR GUIDE

**ALFA ROMEO** see Alan Day Ltd, 341-7 Finchley Road, Hampstead, NW3. Tel: 01-435 1133.

**AUTO-UNION-AUDI** see Alan Day Ltd, 341-7 Finchley Road, Hampstead, NW3. Tel: 01-435 1133.

**FERRARI** see Maranello Concessionaires Ltd, sole importers and concessionaires for the U.K. and Eire for Ferrari cars and spare parts. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 3966.

**LANCIA IN LONDON.** All models including the Beta at The Chequered Flag, High Road, W4. 01-994 7119.

**SCIMITAR GTE** at the leading distributors, demonstrations, sales, and services. The Chequered Flag, High Road, W4. 01-994 7119.

### ALFA ROMEO

**1300 GT.** Red with black interior, 1972. 20,000 miles. Radio. Immaculate. £1,400. Tel: Potters Bar 575 67. (6)  
**1970 ALFA ROMEO 1750 SPYDER VELOCE.** Two owners. 31,000 miles. radio. Cream with black interior. HP re-possession, hence price. £975. Tel: 01-540 8180. (6)  
**1962 BERLINA SALOON.** "H" registered, lhd. Good running order but uses oil, MoT etc. £125 ono. 01-699 0254 (office hours). (6)



**GOLDEN OPPORTUNITY**  
from the GODFREY GROUP

**1972 BMW 3.0 CS Auto-Coupé.** Finished in white with royal blue velour interior. Fitted PAS, 8-track slot stereo, mag wheels. Offers for this outstanding vehicle.

**1972 BMW 2002 Tii.** Finished in bright orange with black interior. Full length Webasto sun roof. Radio, stereo. 1 owner service history ..... £1975

**1973 Alfa-Romeo 1600 Junior Sprint.** 1 owner, service history. This black interior. 5-speed gearbox £1995

**SOUTH LONDON MOTORS LTD.**  
512/522 HIGH RD. STREATHAM COMMON  
LONDON SW16 3QF 01-764 4444

### ASTON MARTIN

**DB6,** black, 1967. Automatic, cwws, radio, electric windows, rebuilt engine, new Turbospeeds, recent service with new brakes and rebuilt exhaust. £1,700. Part exchange, HP arranged. Tel: Trowbridge 3947. London viewing arranged. (6)

### AMERICAN CARS

**D.B. MOTORS OF LEICESTER.** Specialist retailers of American automobiles. See our ad on the next page and Market Place, tyres and spares and accessories columns. (TC)

### HOLDEN

**HOLDEN STATESMAN DEPILE, JULY 1972.** Silver with black interior. Elegant and compact. Produced by G. M. Australia (RHD), fitted with 308 cubic inch engine, electric windows, refrigeration, etc. 20,000 miles only. UK cost £3,000, plus new, now offered at £1,595. (6)

### AUSTIN-HEALEY

**MK I SPRITE.** All original steel, 5Js, recent new hood and tonneau, April tax, MoT May, £185. Tel: Crowhurst 386 (Sussex). (6)

### BMW

**BMW 2002, J registration.** LHD, converted to Ti/Rally spec 6,000 miles ago in 1973. £1,275 ono. Tel: 01-228 3273 or 01-769 0657. (7)  
**1973 BMW 2002.** Metallic silver, alloy wheels, hrw, radio. 9,000 miles only, £2,150. S.M.G. Ltd, 01-876 9245. (6)

### BIOTA

**850 cc, K registered.** 1½ in SU, Stage II head, 88G229 cam, 85 mph, 45 mpg, alloy wheels. Excellent road holding. Would make very good hillclimb car. £400. For more details Tel: Havant 72713 (Hants). (6)

## CAR TRANSPORTATION

### HAWKER ENGINEERING

Vehicles transported throughout England and Continent. Will attend circuits. Passenger accommodation.

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(TC)

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**SELF-DRIVE HIRE CAR TRANSPORTERS.** New transit based. Diesel or petrol. Tel: 01-440 8345. Barnett Motor Company. (TC)

### CITROEN

**SAVE MONEY AND PETROL.** Up to 44 mpg in a new G.S. Our special offer gives large saving on list price. Continental Car Centre Ltd, 1 Hale Lane, NW7. Tel: 01-959 1601. (6)

### DAIMLER

**SP250 (DART), 1961.** Hard/soft tops, tonneau, Mot July, £500 ono. Telephone evenings after 7pm, Monday to Friday only. 021-429 1559. (6)

### FERRARI

**365 GT 2+2, 1969.** Opalescent dark blue, beige hide upholstery, Borrani, recent new clutch, 49,000 recorded miles. £3,650. Mr Wade. Tel: Ashley 2289 (nr Market Drayton). (6)  
**1971 FERRARI.** Daytona red with black trim, 24,000 recorded miles. Refrigeration. £7,500 ono. Tel: Bourne End (Bucks) 947 47. (6)

### FORD

**1600E CORTINA (G), 1969.** Silver fox, immaculate car throughout. Body work perfect. Recent engine re-bore, new clutch, complete new exhaust system, big bore. (All bills). Many extras including racing mirrors, head rests, tinted windows, electric aerial, 1 year's MoT, taxed, any test welcome. £690. Tel: 01-534 3797 (day), Wickford 63466 (evening). (6)

**MEXICO, 1972.** Custom pack including cloth seating, HRW, centre console, etc. Also has RS alloy road wheels and push-button radio. Finished in yellow with black coach line. One owner from new and in excellent condition. Must be seen. £995. Tel: Caterham 46094. (6)

**MEXICO, 1972.** Immaculate condition, 1 owner. Push-button radio, no stripes. £870 ono. Tel: 01-857 2705. (6)

**CAPRI RS3100.** Brand new. Choice of colour. Tel: Wormley 2263. (6)

**ESCORT BDA.** In mint condition throughout, fully sorted, competitive car, brief spec, all steel arched shell, all steel dry sump BDA motor, 5-speed ZF gearbox. LSD fully floating rear end links etc. Dual balance bar braking. Minilites and so much more plus, full spec on request, giveaway price to clear. It's got to be worth a call Tel: K. Aslett Farnborough Hants, 45838 (day), Aldershot Hants, 22159 (evenings). (6)

**FORD CORTINA 2000 GT, EX JAN SPEED MK III.** Full works engine. Fitted 40 DCOEs, many mods to suspension, alloy 6J wheels. White with black vinyl roof. Stereo. November 1971. £1,095. Shore & Kilburn Ltd, Dunstable Road, Luton. Tel: 55944 during working hours. (6)

### GINETTA

**GINETTA G16 OLDSMOBILE.** Very rapid sports racing car, well sorted with revised suspension and inboard rear brakes, 3½-litre aluminium fuel-injected dry-sump V8. Firestone B36. Class records and FTDs. Offers around £1,800 to Brian Alexander at Miserden 387. (7)

### JAGUAR

**XK 140 COUPE,** November 1956. Red, good runner. Racing commitments force sale. Best offer over £400. Tel: Tim at Maiton 3996 (Yorkshire) day/night. (6)

**1968 E-TYPE F/H COUPE.** Prestige condition, c/w/w, hrw. New tyres, tinted windows. Mustard, as from factory, 41,000, complete history receipts. This car is in A1 condition. £1,450, HP Hythe 68976 (Kent). (6)

### JENSEN

**JENSEN HEALEY,** April 1973. Radio, stereo. New hood, tonneau, 10,800 miles, £1,650. Phone (office) 01-487 4410. Can't afford it and marriage. (6)

### LAMBORGHINI

**LAMBORGHINI JARMA, K REG.** As new. 2,000 miles. Give away, £7,995. Tel: Earl Shilton 44451. (6)

### LAND-ROVER

**LAND-ROVERS.** 30 to choose from, most types Land-Rovers urgently wanted, distance no object. Finch Motors, Chesterfield. Tel: Chesterfield 71612 or 71614. (TC)

### LOTUS

**LOTUS ELAN +2 130, 1971.** Fitted with balanced engine, mag wheels, Koni shock absorbers, all other usual extras. Exceptional condition throughout. Part exchange considered (Europa preferred) or nearest offer to £1,650. Wilson, Weston, Herts. Tel: 485. (6)

**EUROPA 52, J registration.** White, immaculate, low mileage car. Fitted alloys, new Goodyear GP70s, Konis, stereo tape player, spoiler. Enthusiast maintained. A must at £995. Tel: Grantham 4465 (Lincolnshire). (6)

**THREE LOTUS ELITES,** in varying stages of decay and restoration, for sale or exchange for anything interesting. Tel: Luton 413469. (6)

**LOTUS twin cam,** Allan Wood head and comp cams, dry sumped less carbs, £250 ono. One BRM all steel twin cam less carbs, £425 ono. One Cosworth all steel BDA fully rebuilt, ready to race, £825 ono. Salisbury 28698. (6)

**LOTUS SEVEN.** Cosworth series II. Very little used and completely original £550. Phone 01-381 0660 for full details. (6)

**EUROPA type 47.** "J" registered. Specification includes Holbay dry sump, engine discs, all four racing wheels and tyres, long range tanks etc. Damaged, but 80 per cent rebuilt and complete with all parts to finish £600. Tel: Hull 882145 (business hours). (6)

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Box numbers £1. Readers' replies should be addressed to Box ASP000 c/o AUTOSPORT, Gillow House, 5 Winsley Street, London W1A 2HG.

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Classified display: £7.00 per single column inch.

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**LOTUS ELAN.** Drophead "F" reg. White, radio, taxed in very nice condition, low mileage, £695. Tel: Miss Lyn Alexander 01-888 4383. (6)

**LOTUS CORTINA,** 1968. Taxed, MoT, recent engine overhaul, radio, excellent condition, £475 ono. Apply M Udy, Southam 3191 daytime. (6)

**LOTUS ELITE.** New exhaust manifold. Seats re-upholstered Conolly leather, very good. Cinturatos, MoT, November 1974, £630. Tel: 01-940 2168 after 6 pm. (6)

**LOTUS EUROPA** twin cam, December 1971, pistachio, black interior, sun roof, immaculate condition, many extras, £1,450 ono. Tel: Bristol 47966. (6)

**ELAN S4 SE.** "J" reg, fhc, dark metallic blue, sunroof. New gearbox, waterpump, clutch, wheel bearing, 28,000 miles. Tony Storrow 01-794 2495. (6)

**LOTUS EUROPA.** Yellow, black interior. Lotus, alloy wheels, radio, electric aerial, air horns, halogen lights. £1,500. Tel: Glastonbury 3291 ex. 265, office hours. (6)

**LOTUS SEVEN,** 1961, BMC engine, damaged front and rear. £175. Tel: 01-534 6960 evening 01-599 7418. (6)

**ELAN S4 DHC, 1968 (DEC).** Yellow/black. Radio, tax, MoT. Drives well, £745. Finance and part exchange possible. Valentine Clark Ltd. Tel: 01-373 3000. (6)

### MARCOS

**MARCOS.** One only available. Marcos Mantis, 4-seater, fully checked over by Jem Marsh. Telephone Warminster 4777 (STD 099-92). (6)

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**ALAN DAY LTD,** 341-7 Finchley Road, Hampstead, NW3. Tel: 01-435 1133. (TC)

### MORGAN

**MALVERN SPORTS CARS.** 41 Howsell Road, Malvern, Worcestershire. Tel: 63767. (TC)

### MINI-COOPER

**MINI,** with tow bar, 1965. New MoT, £225. Tel: 01-493 1255 day, 01-937 0764 home. (6)

**MINI COOPER** late '69. Excellent condition, regularly serviced, one owner, tachometer, £450. Tel: 01-977 9722 or 01-769 6775. (6)

### MINI CARS

**1275GT, 1972.** Stage two engine, mods, alloy wheels, Corbeau seats, uprated suspension, very fast, excellent condition. Not raced, £875 ono. Aylesbury 5040 extension 9. (6)  
**MINI CLUBMAN,** 1972 (Jan). Harvest gold. List of extras includes: twin SUs, Cooper head, manifold and exhaust system, 4½ J's, Michelin ZX's, Moto-Lita and much more. Economical as well as quick. Excellent throughout, £595. Phone Aylesbury 630538. (6)

**COOPER S MK III, 1971.** Blue/white. Radio, tax, spot-lights, 28,000 miles. £915. Valentine Clark Ltd. Tel: 01-373 3000. (6)

**COOPER S MK III, 1971.** Sun roof, HRW, wide wheels, tax, white/black. £795. Valentine Clark Ltd. Tel: 01-373 3000. (6)

**MINI 1275 GT.** Finished in bronze yellow with navy trim. First registered January 1972. One owner from new. Recently fitted Weber 45 DCOE, carburettor and inlet manifold and transistor ignition. £895 (will haggle). Tel: Ellis Landsman for full details between 9am-6pm any day. Tel: Cussley (Herts) 3545. (6)

### PORSCHE

**PORSCHE 912,** 1967 (Sept). 34,000. New clutch and battery, 5-speed. Economical, superb condition, offers around £1,000. Evenings, Farnborough 42957 (Hants). (6)

### RELIANT

**1971 RELIANT SCIMITAR GTE.** Overdrive. Nevada yellow, radio, stereo, 28,000 miles only. Superb car, £1,695. Tel: S.M.G. 01-876 9245. (6)

### ROVER

**110, 1963.** Mechanically and bodily in immaculate condition. Black. Good tyres, new pads, long MoT. £225 ono. Tel: Sudbury 74108 (Suffolk). (6)

### TRIUMPH

**TRIUMPH TR6 HARD TOP COUPE,** June 1972. Sapphire blue. Genuine mileage 14,000, spare tyre unused. Immaculate throughout. £1,250 ono. Tel: 01-440 4163. (6)

**TRIUMPH TR6 ROADSTER 1972 (L REG).** One owner. White with black trim, o/d. Nice looking car. Radio, cassette player. 19,000 miles. £1275. HP possible. Tel: 01-503 3055. (6)

**1973 TR6.** Still under warranty. Saffron, o/d, radio, tonneau, 5 new radials, latest registration MAN 866. Receiving company car so must sell, £1,450 ono. Tel: 041-332 9386 office hours. (6)

For further details  
of advertisements on these  
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ring 01-636 3600  
ext 49



# SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 50-55 • Racing and Competition Cars 55-59 • Autosport Market Place 60-63

1972 (NOV)

## LANCIA FULVIA

1.3 RALLY S2

York red, black upholstery. 22,000 miles. In immaculate condition.

£1,400

Tel: Culford 2345 D. S. Littlewood  
7 Market Place, Culford, Glos



## PORSCHE 911T

1968 Sportomatic. White with black trim, tinted screen. Porsche alloy wheels. MoT. Outstanding example. £1375 or very near offer. Part-exchange or HP possible. Contact Mr Bailey, 01-500 5039 or 01-500 1734 evenings.



## LOTUS ELAN

Rolling shell. H/S tops, Pierce mags, S4 interior

and T/C engine and gearbox. £475.  
Tel: 01-748 2254 evenings

## WANTED

1952 MG TD Mk 1 or 2. Good original condition. Full history and bills essential.

Contact: Box 2052

## Porsche Carrera RS 1973

Fitted 8-track stereo, electric aerial, electric windows, etc. For further details and appointment to view:

Tel: Mr. J. Brown at Nottingham 603131 (office), or  
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## 1959 AUSTIN-HEALEY SPRITE Mk. 1

First-class condition. Immaculate original body. High gloss cherry paintwork, 6 months ago. New engine, gearbox, competition clutch, springs, shock absorbers, front tyres, competition brake linings, all within last 14 months. 4 months' tax and MoT. 35 mpg. Some spares. This superb little car is appreciating at the rate of £5 to £10 per month.

£430. No offers.

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## A. RUSSELL MOTORS LTD.

Fully guaranteed cars

V12 E-Type (K reg). Leather covered hard top with Webasto, unused soft top. 15,000 miles. Primrose with tan coach lines. Black interior. Radio. A specimen, in original condition £2500 DB6 (H reg). 30,000 miles, 1 owner. All service records. 5-speed box, power steering, chrome w/w, HRW, electric windows, tinted glass. Olive, tan leather. Far above average. Specimen £2500

Exchanges welcome, HP.  
Tel: 01-684 2659 any time.

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Tel: 262 577 or 262 912

Due to pressure of customers work, we must sell some restorable and partly restored cars. Full details will be supplied on request.

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|---------------------------------------------------------|--------------|
| XK 150 Fixed heads. Choice of three .....               | £250 to £550 |
| 150 Drophead. Mechanically good .....                   | £550         |
| Jaguar Mk V. MoT. Very good body work .....             | £350         |
| Packhard 8/120 RHD. Very sound .....                    | £375         |
| MGA. MoT .....                                          | £350         |
| Austin Healey 100/4: Very straight good mechanics ..... | £350         |
| Triumph Roadster, 1950 .....                            | £360         |
| XK140. Fixed head. MoT .....                            | £500         |

Also available

XK150. Fixed head. MoT October 1974. Recently overhauled engine, clutch, brakes, exhaust, rear springs, new carpets, partly retrimmed, new rear springs, chrome wire wheels. Very much above average in all respects .....

£1100

Aston Martin DB 2.4 Vantage. Resprayed in Dubonnet-Russo. Mainly rechromed. New carpets, new MoT .....

£1150

XK120 Roadster SE. Wire wheels, new hood, carpets, completely retrimmed in red Connolly hide. Excellent sound body work, resprayed in Ivory and mainly rechromed. New MoT .....

£2500

## MASERATI INDY

1971 metallic blue, champagne, hide interior. 5-speed gearbox. Air conditioning and refrigeration. Power steering. Tinted glass. Heated rear window. Self-seeking radio and electric aerial.

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Phone:  
MAIDENHEAD 27523  
anytime

## 1973 CAPRI 3000

Blueprinted and fully balanced engine, 180S camshaft, balanced twin exhaust system, Spax dampers, Midland Metallic wheels and Dunlop tyres, vinyl roof, custom paintwork or burgundy and gold. Front air dam (as RS3100), interior silent travel: 8-track tape and stereo radio. All work carried out by TRICENTROL. This car has done 10,000 miles and it's your chance to own a car equivalent to the RS3100 for only £1875.

Tel: 070-132 637 day  
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## THORNE-GIBB

TR3 ITALIA VIGNALI-BODIED, MICHELOTTI-DESIGNED COUPE. Extremely rare example £515  
1971 (K) COSTIN AMIGO. 19,000 miles. Retrimmed, new gearbox. Very good condition. Genuine offers.

1972 ESCORT MEXICO. White. 18,000 miles. Immaculate condition .....

£875

HP and Part Exchange arranged.

Tel: 01-500 7233.

## Norman Reeves

## CAPRI RS 3100

New from Ford,  
for immediate delivery at

NORMAN REEVES MOTORS LTD.

Rallye Sport Dealer.

Tel: UXBRIDGE 33444.



# SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 50-55 • Racing and Competition Cars 55-59 • Autosport Market Place 60-63

## D and A AUTOS

(Kingsbury)

8-10 Slough Lane, Kingsbury, NW9  
(off Church Lane)

- 1971 AUDI 100LS. Auto, 8-track stereo radio, many more extras. Faultless condition ... £1350
- 1968 MGB GT. Fiesta yellow. Automatic. At £650
- 1970 MINI CLUBMAN Estate. Glacier white, black interior. Radio ..... £575
- 1969 MINI Saloon de luxe. Black trim. 1000cc. Two owners. Excellent condition ..... £400
- 1969 MINI ESTATE. Reasonable condition for year £395
- 1969 HILLMAN MINX. Powder blue. Exceptional condition. Low mileage. 1 owner ..... £565
- 1969 FORD CORTINA 1600E. In aqua jade. Motorola radio. Mag wheels. Superb condition. Low mileage ..... £695

### CAR OF THE WEEK

- 1966 ZEPHYR V4 Mk 4. Stereo 8-track. Immaculate condition. In dark green with gold coachline. A recently fitted new Ford engine ..... £285
- 1969 ROVER 2000 TC. In white. Export model. Extras too numerous to mention. Black trim £825

Tel : 01-205 4296  
205 1136

Also a regular supply of Bentley S1, S2, S3. Available also, Rolls-Royces to order all at competitive prices.

## gerry marshall

Thank you for your response to our pleas for Datsun 240Z's last week. A number of people phoned which has resulted in our acquiring another example.

### THIS WEEK'S SELECTION

- A 1972 (L Reg) DATSUN 240Z in red. Many extras fitted including Webasto sun roof, radio and electric aerial. A superior example. £1725
- A 1971 Reliant Scimitar GTE automatic. Off white with black trim. One owner. Below average mileage. Fitted radio, heated rear screen, rear wiper, washer, etc. Similar example in the hand of a friend of mine is currently returning 28 mpg. £1695

- A 1972 ROVER 3500S in Mexico brown with tan trim. Fitted 8-track stereo and heated rear window. Superb order. £1695

- A 1973 (M Reg) CLAN CRUSADER in yellow with black trim. All usual extras. Our own car from new. Very low mileage. Unblemished. £1350

- A 1969 (Dec) MORRIS COOPER 1275S. Island blue with white roof. New gearbox. Engine rebuilt 500 miles ago. Exceptional order. £550

P.S. I am glad to report, that an enterprising friend of mine has purchased the ex-Ivan Dutton Escort Sport. Watch Roger Payne and Trevor Moore paralyse the opposition this season.

Marshall  
Wingfield Ltd

856 Finchley Road, London NW1.  
Tel: 01-458 4204.

- 1972 Lotus Europa. 3000 miles only. Lady owner. Alloy wheels and radio: Superb £1650

- 1968 Jaguar E Type Sports. Chrome wires and radio. Gift at ..... £895

- Lotus 7 Racer. Cosworth motor. Host of spares with trailer ..... £400

Tel : Lyme Regis 2159



## A VERY SPECIAL LOTUS SEVEN

Big valve, twin cam engine, with genuine mileage under 27,000 (1/2/74). Brand Lotus lightweight wheels, radio, seat belts, special sprint red finish with black interior, factory made hard and soft tops, first registered November 1970. Official lap of honour car for 30 events for two full seasons. Brighton Speed Trials course car 1971 and 1972. One private owner and maintained at Lotus and Caterham Cars regardless of cost. No part exchanges. Only Genuine offers considered.

Wymondham Norfolk 2676 (day).  
Buxton 243 (evenings).

## JOS RANGLES



SALES



SERVICE



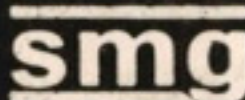
SPARES

- New Lotus Europa. JPS. Immediate delivery.
- 1973 Jensen-Healey. White, tape ..... £1695
- Ferrari Dino Spyder. Stereo/tape. White. Cancelled order ..... £5995
- 1967 (F reg) Lotus +2. Red ..... £395
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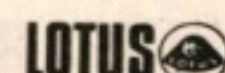
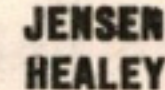
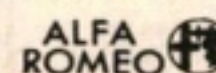
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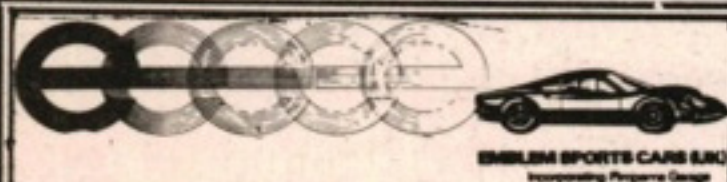
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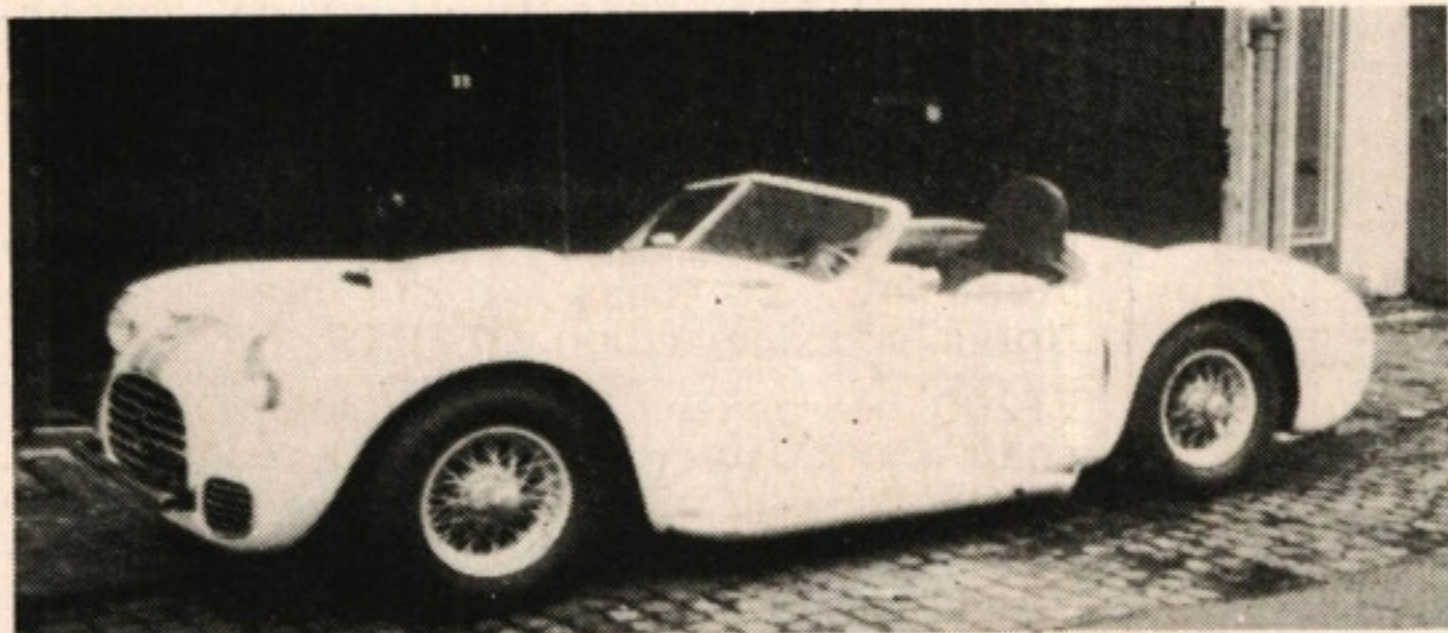
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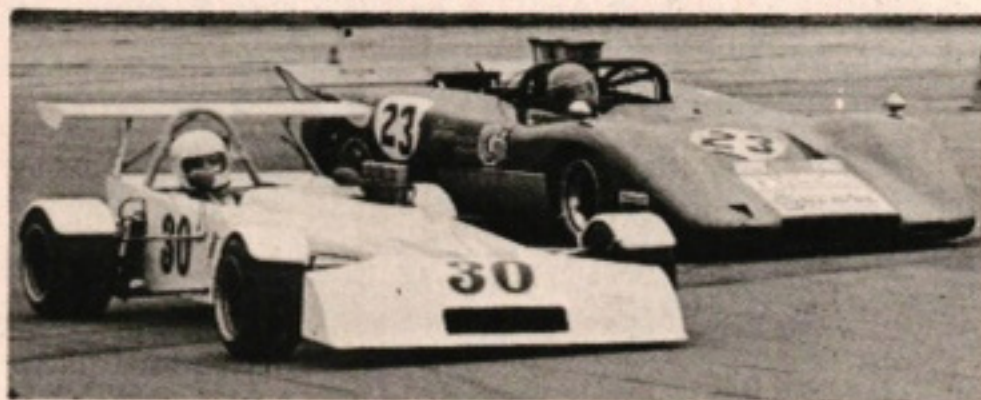
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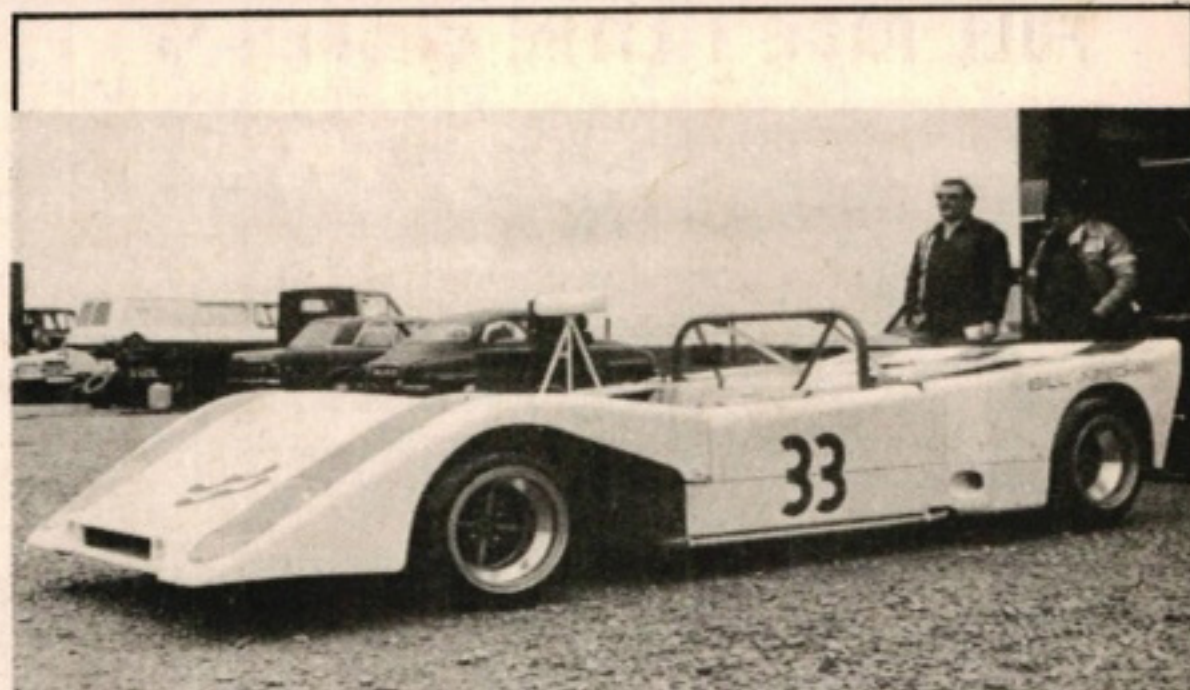
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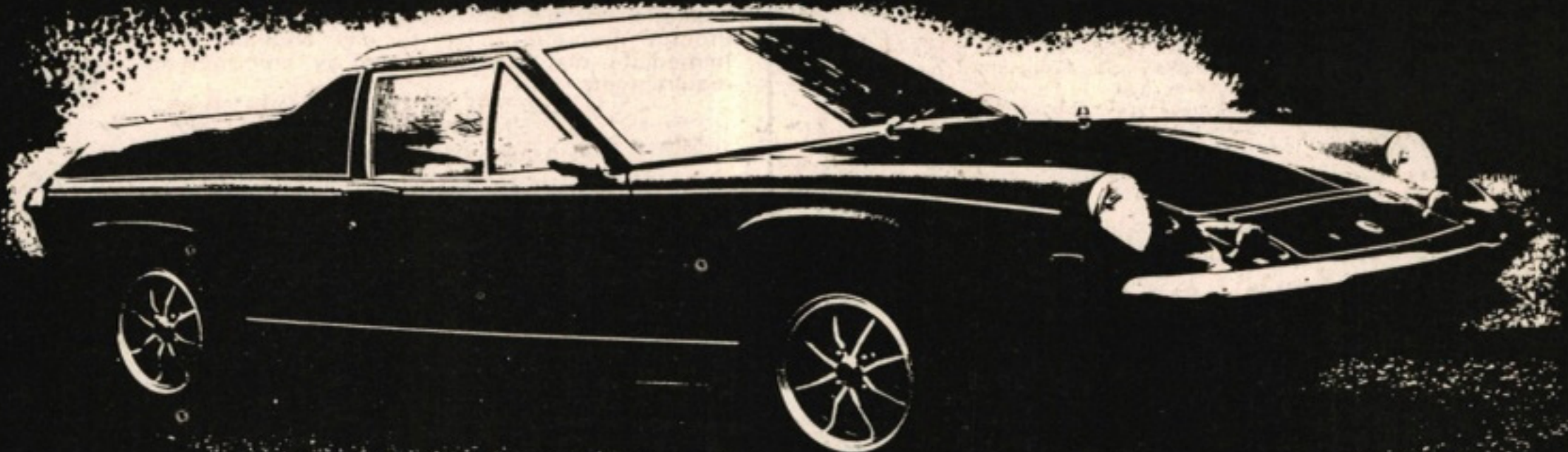
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